ACCOUNTS AND PAPERS:

TWENTY-EIGHT VOLUMES.

—(19.)—

RAILWAYS.

Session

12 *December* 1854 —— 14 *August* 1855.

VOL. XLVIII.

1854-55.

ACCOUNTS AND PAPERS:

1854-55.

TWENTY-EIGHT VOLUMES:—CONTENTS OF THE

NINETEENTH VOLUME.

N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

RAILWAYS:

Proceedings of the Railway Department:

[1965.] Report to the Lords of the Committee of Privy Council for Trade and Foreign Plantations, of the Proceedings of the Department relating to Railways for the Year 1854 - - - - - - - - - - - - - p. 1

Accidents on Railways:

[1882.] Report to the Lords of the Committee of Privy Council for Trade upon the Accidents which have occurred on Railways during the year 1854 - - 257

[1883.] Return of the Number and Nature of the Accidents, and the Injuries to Life and Limb which have occurred on all the Railways in *Great Britain* and *Ireland*, from the 1st July to the 31st December 1854 - - - - - 321

[1885.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Months of November and December 1854, 343

[1931.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Months of January and February 1855, 375

[1949.] Report of one of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade upon a Collision between two Passenger Trains, which occurred on the 21st May 1855, at the *Dudley* Station of the *South Staffordshire* Railway - - - - - - - - 425

[1951.] Two Reports of an Inspecting Officer of the Railway Department to the Lords of the Committee of Privy Council for Trade, on the Explosion of Boilers of Locomotive Engines, one of which occurred at the *Gloucester* Station of the Great Western Railway on the 7th February 1855, and the other at the *Greenock* Station of the *Caledonian* Railway on the 5th April 1855; together with a Copy of a Circular issued by their Lordships to the Railway Companies on the Subject, 433

[1952.] Report of an Inspecting Officer of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon an Accident which occurred on the *South Staffordshire* Railway on the 23d December 1854 - - - 443

[1955.] Report of an Inspecting Officer of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon an Accident which occurred at the *Kegworth* Station of the Midland Railway on the 22d November 1854, 461

[1960.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade upon certain Accidents which have occurred on Railways during the Months of March, April, May and June 1855 - - - - - - - - - - - - - - 471

[1992.] Reports of the Inspecting Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade, upon certain Accidents which have occurred on Railways during the Month of June 1855 - - - - 499

Accidents on Railways—*continued.*

[1971.] Return of the Number and Nature of the Accidents, and the Injuries to Life and Limb which have occurred on all the Railways in *England* and *Wales, Scotland* and *Ireland* respectively, from the 1st January to the 30th of June 1855, p. 509

[1982.] Further Correspondence between the Lords of the Committee of Privy Council for Trade and the *South Staffordshire* Railway Company, relative to the Collision which occurred between two Passenger Trains on the 21st May 1855, at the *Dudley* Station of the *South Staffordshire* Railway - - - - - 533

Railway Acts:

54. Return of the Railway Acts passed in the Session of 1854; the Length of each Line; the proposed Capital Stock; the Number of Shares authorized to be created; and the Sums authorized to be raised on Loan - - - - - 553

Railway Bills:

121. Copy of the Report of the Board of Trade to the General Committee of Railway and Canal Bills on the Railway Bills of 1855 - - - - - - 559

Railways:

510. Return showing for each Railway Company the Amount of Capital and Loan which the Company has been authorized to raise by Acts passed previous to and in 1854; the Amount of Share Capital actually paid up on the 31st day of December 1854, &c.: Return of the Amalgamation of Railway Companies effected during 1854; and, Return showing the Length of each Line for which the Powers granted by Parliament for the compulsory Purchase of the Land required for its Construction have been allowed to expire without the Exercise of such Powers, &c. (in continuation of Parliamentary Paper, No. 494, Sess. 1854) - - - - - - - - - - - - - - - 591

Employment on Railways:

511. Return of the Number and Description of Persons employed on each of the Railways in *England* and *Wales, Scotland* and *Ireland*, respectively, on 30 June 1855, which were at that date open for Traffic, and the Length of such Railways: and, similar Return for each Line and Branch Line of Railway which has been authorised, but which was not open for Traffic on 30 June 1855 - - 631

Traffic:

[1932.] Return showing the Number of Passengers conveyed on all the Railways in *England* and *Wales, Scotland* and *Ireland* respectively, during the Half-year ended 31st December 1854, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also, the Length of Railway open at the Commencement and at the Termination of the Half-year; together with a Summary, comparing the Traffic with that in the corresponding Period in 1853, and a Supplement showing the aggregate Number of Miles travelled by each Class of Passengers; the Number of Passenger Trains and of Goods Trains respectively; and the Number of Miles travelled by such Trains during the above-mentioned Half-year - - - - - 671

[2002.] Return showing the Number of Passengers conveyed on all the Railways in *England* and *Wales, Scotland* and *Ireland*, respectively, during the Half-year ended the 30th June 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97: also, the Length of Railway open at the Commencement and at the Termination of the Half-year; together with a Summary, comparing the Traffic with that in the corresponding period of 1854; and a Supplement, showing the aggregate Number of Miles travelled by each Class of Passengers, the Number of Passenger-Trains and of Goods-Trains respectively, and the Number of Miles travelled by such Trains, during the above-mentioned Half-year - - 693

Railway Expenditure:

460. Return of all Sums of Money Expended or Due by Railway Companies, Proprietors or Shareholders, in the United Kingdom, in obtaining Acts of Parliament for establishing such Companies and their Undertakings, and for Branches or Additions, or for Purchasing or Amalgamating with Railway or Canal Companies; and of all Costs, Charges and Expenses incurred at Law or in Equity by the said Companies, Proprietors and Shareholders; &c. - - - 715

1

REPORT

TO

THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE AND FOREIGN PLANTATIONS

OF THE PROCEEDINGS OF THE DEPARTMENT

RELATING TO

RAILWAYS,

FOR THE YEAR

1854.

Presented to both Houses of Parliament by Command of Her Majesty,
13*th July* 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1965

REPORT

TO

THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE AND FOREIGN PLANTATIONS

OF THE PROCEEDINGS OF THE DEPARTMENT

RELATING TO

RAILWAYS,

FOR THE YEAR

1854.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

CONTENTS.

REPORT - - - - - - - - - - - - - - PAGE vii

APPENDIX.

INSPECTIONS OF RAILWAYS.

CASES IN WHICH THE OPENING WAS POSTPONED.

No. 1. Dundalk and Enniskillen Railway:—
Castleblaney to Ballibay (single line) - - - - - - 1
2. Eastern Counties Railway:—
East and West India Dock Branches (double line) - - - - - 2
3. Eastern Union Railway:—
Harwich Branch (single line) - - - - - - - - 3
4*. East Lancashire Railway:—
Southport Station, and Junction with the Manchester and Southport Railway (single line).—See also Manchester and Southport, App. 15. - - - 4
5. East Suffolk Railway:—
Junction with the Lowestoft Railway near Halesworth (single line) - - 5
6. Great North of Scotland Railway:—
Kitty Brewster to Huntly (single line)—See also Appendix, No. 41. - - 6
7. Great Southern and Western of Ireland Railway:—
Portarlington and Tullamore Branch (single line) - - - - 8
8. Great Western Railway:—
"Birmingham, Wolverhampton, and Dudley," and "Great Western Junction" Railways (double line of mixed gauge) - - - - - - 10
9*. Great Western Railway:—
Radstock Branch, Wilts, Somerset, and Weymouth Section (single line) - - 13
10. Hull and Holderness Railway (single line) - - - - - - 13
11. Leven Railway:—
Thornton Junction to Leven (single line) - - - - - - 16
12. London and South Western Railway:—
Worting to Andover (single line) - - - - - - 18
13. Manchester, Sheffield, and Lincolnshire Railway:—
Barnsley Branch (single line) - - - - - - - 20
14*. Manchester, Sheffield, and Lincolnshire Railway:—
Town of Grimsby to the Grimsby Docks (double line) - - - - 23
15*. Manchester and Southport Railway:—
Wigan to Southport, and East Lancashire Junction (single line)—See also East Lancashire, App. 4. - - - - - - - - - 24
16. Midland Railway:—
Gloucester to Stonehouse (double line) - - - - - - 26
17. Monmouthshire Railway:—
Pontypool to Blaenavon (partly double line) - - - - - 28
18. Newmarket Railway:—
Newmarket to Bury St. Edmunds (single line) - - - - - 30
19. North Devon Railway:—
Crediton to Barnstaple (single line) - - - - - - 31
20. Oxford, Worcester, and Wolverhampton Railway:—
Evesham to Honeybourne and Campden (second line on the mixed gauge) - 34
21. Oxford, Worcester, and Wolverhampton Railway:—
Tipton Station to Shrewsbury and Birmingham Railway (double mixed gauge) - 45
22. Oxford, Worcester, and Wolverhampton Railway:—
Wolverhampton to Bushbury (double line) - - - - - 48
23. Port Carlisle Railway (single line) - - - - - - 50
24. Scottish Midland Junction Railway:—
Kirriemuir Branch (single line) - - - - - - - 53
25. South Yorkshire Railway:—
Aldham to the Midland Railway near Brightside; South Yorkshire to the Midland, near Swinton; (double lines) - - - - - 54
26. Waterford and Limerick Railway:—
Dunkitt to Waterford (single line) - - - - - - 59
27. Wycombe Railway (single line) - - - - - - - 60

* Opening not yet sanctioned.

CASES IN WHICH THE OPENING WAS ALLOWED CONDITIONALLY.

PAGE

No. 28. Aberdeen Railway :—
From Ferry Hill Station to the new station at Guild Street (double line) - 61
29. Dublin and Belfast Junction Railway :—
Second line of rails between Dundalk and Mount Pleasant - - - - 62
30. Dublin and Wicklow Railway :—
From Dublin to Dundrum, and from Dalkey to a junction with the main line at Shanganagh (single line) - - - - - - - - 63
31. Eastern Counties Railway :—
Deviation of the North Woolwich Branch (single line of rails.—See also App. 39. for second line) - - - - - - - 63
32. London, Tilbury, and Southend Railway :—
Extension from Tilbury to Stanford-le-Hope (single line) - - - 64
33. Londonderry and Enniskillen Railway :—
From Dromore Road to Enniskillen (single line) - - - - 65
34. Middlesbrough and Guisbrough Railway (single line) - - - - 66
35. Somerset Central Railway (single line) - - - - - - 66

CASES IN WHICH THE OPENING WAS ALLOWED UNCONDITIONALLY.

36. Dublin and Belfast Junction Railway :—
Second line of rails between Castle Bellingham and Dundalk - - - 67
37. East Anglian Railway :—
Watlington Bridge over the River Ouse on the Wisbeach Branch (single line) - 67
38. East Anglian Railway :—
Bridge over the middle drain of the Wisbeach Branch (single line) - - 68
39. Eastern Counties Railway :—
Second line of rails of the branch or loop line diverging from the North Woolwich line near Bow Creek to its junction with the same line near Ham Creek—(See also App. 31.) - - - - - - - - - 68
40. Furness Railway :—
Extension to Ulverstone (single line) - - - - - - 69
41. Great North of Scotland Railway :—
Kinaldie, Buchanstone, and Wardhouse Stations—(See also App. No. 6.) - - 69
42. Great Western Railway :—
Additional rails on the narrow gauge in the Bristol Station (mixed double gauge) 69
43. Great Western Railway :—
Lines leading into the new station at Paddington (double line) - - 70
44. Leeds, Bradford, and Halifax Junction Railway (double line) - - - 70
45. London and North Western Railway :—
Second line of rails on the Buckinghamshire Railway from the junction with the branch to Banbury to Bicester ; also the branch connecting the Buckinghamshire Railway with the Oxford, Worcester, and Wolverhampton Railway (double line) 71
46. London and North Western Railway :—
Branch to connect the Buckinghamshire Railway with the main line of the London and North Western Railway at Bletchley (double line) - - 71
47. London, Brighton, and South Coast Railway :—
Crystal Palace branch (double line) - - - - - - 71
48. London, Tilbury, and Southend Railway :—
From Ilford, on the Eastern Counties Railway, to Tilbury (double line) - - 72
49. Midland Railway :—
Third line, to form a mixed gauge, between Bristol and Stonehouse (double mixed gauge) - - - - - - - - - - 72
50. Monmouthshire :—
Second line of rails from the junction of the Newport, Abergavenny, and Hereford Railway to the terminus at Newport - - - - - 72
51. Oxford, Worcester, and Wolverhampton Railway :—
Second line of rails between Handborough and Charlbury - - - 73
52. St. Helen's Railway :—
From a point near the temporary station at Warrington to the permanent station at Warrington (double line) - - - - - - - 73
53. South Wales Railway :—
Junction with the Taff Vale Railway at Cardiff (double line) - - - 73
54. Warrington and Stockport Railway :—
Double line from the joint station of the St. Helen's Railway and the Warrington and Stockport Railway to the temporary station of the latter, 326 yards in length,—thence a second line to Altrincham, and thence a double line to the Manchester, South Junction, and Altrincham Railway at Timperley - - 74

REFERENCES UNDER GENERAL RAILWAY ACTS.

55. Aberdeen Railway :—
Byelaws for the prevention of gambling in the Company's trains - - 74
56. Chester and Holyhead Railway :—
Byelaws applicable to their steamboats - - - - - - 75
57. Chester and Holyhead Railway :—
Erection of screens at the Pontblyddyn and Llandegla turnpike road - - 77
58. Dundee and Arbroath :—
Closing of gates across the Railway at Broughty level crossings - - - 80
59. East Lancashire Railway :—
For authority to make a deviation in their line at the Southport Station - 81

PAGE

No. 60. Gloucester and Dean Forest Railway :—
Erection of screens at Overs Causeway and Overs Bridge - - - - 83
61. Great North of Scotland Railway :—
Byelaws - - - - - - - - - - 86
62. Great Western Railway :—
Erection of screens where the Dorchester and Weymouth turnpike road is carried over the Frome, Yeovil, and Weymouth Railway - - - - 87
63. Great Western Railway :—
Taking additional land at Devizes, belonging to Mr. G. W. Anstie, to prevent slips - - - - - - - - - - 91
64. Lancashire and Yorkshire Railway :—
Byelaws - - - - - - - - - - 103
65. London and North Western Railway :—
Taking additional land at Hampstead, belonging to Eton College, for the purpose of preventing slips - - - - - - - - 105
66. London and South Western Railway :—
Parliamentary cheap trains - - - - - - - 108
67. Manchester, South Junction, and Altrincham Railway :—
Byelaws - - - - - - - - - 111
68. Scottish Midland Junction Railway :—
Byelaws to prevent gambling in the Company's trains - - - - 113
69. South Wales Railway :—
Erection of a screen near Llantrissant - - - - - - 114

REFERENCES UNDER SPECIAL RAILWAY ACTS.

70. North Staffordshire Railway :—
Level crossing of the Endon Branch of the Newcastle-under-Lyne turnpike roads at Stoke - - - - - - - - - - 118
71. Oxford, Worcester, and Wolverhampton Railway :—
Double gauge - - - - - - - - - - 129
72. Oxford, Worcester, and Wolverhampton Railway :—
Level crossing of the Chipping Norton Branch at Stow - - - - 143
73. South Eastern Railway (Reading Extension) Act, 1854, and Great Western Railway Branches Act, 1853 :—Accommodation for traffic at Reading - - - 159
74. Worcester and Birmingham Canal :—
Relative to tolls on the Birmingham Canal Navigations - - - - 163

MISCELLANEOUS.

75. Great Western Railway :—
Complaint of Corporation of Birmingham as to safety of the tunnel near Bull Street, in consequence of the erection of a building over it - - - 172
76. London, Brighton, and South Coast Railway :—
Parishioners of St. Olave's and St. John's, Southwark, complaining of dangerous nature of works at Bermondsey Street and Webb Street - - - - 175
77. Monmouthshire Railway :—
Complaint of Local Board of Health, Newport, of the level crossing in Temple Street - - - - - - - - - - 180
78. North Union Railway :—
Dispute between the Company and the Corporation of Preston respecting the covering of the "Syke" footway which passes under the south end of the Preston Station - - - - - - - - - - - 181
79. Scottish Central Railway :—
Relative to restriction of speed of trains over the viaduct which crosses the Forth at Stirling - - - - - - - - - - 183
80. Waterford and Kilkenny Railway :—
Examination as to the safety of the viaduct across the River Nore at Thomastown - - - - - - - - - - 184
81. Clauses in the Railway Acts, Session 1854, giving powers to the Board of Trade - 185

REPORTS ON COLONIAL RAILWAY ACTS.

82. Canadian Railways - - - - - - - - - - 208
83. European and North American Railway - - - - - - 211
84. Jamaica Railway - - - - - - - - - - 211
85. New South Wales Railways :—
Uniformity of gauge - - - - - - - - - - 213

STATISTICS.

86. Comparative statements of Traffic on Railways of the United Kingdom during the six years ended 31st December 1849, 1850, 1851, 1852, 1853, 1854 - - 216
87. Tables showing the Expenditure, &c., of Railway Companies during 1854, taken from their half-yearly Statements - - - - - 223
88. Statement of the Number of Persons, divided into classes, employed on all the Railways in the United Kingdom, opened and unopened, on the 30th June 1854 - 232

REPORT.

Railway Department, Board of Trade,
Whitehall, June 12, 1855.

My Lords,

In accordance with the custom of this department, I have the honour to lay before your Lordships the following report upon such subjects connected with the railway system as have come under the notice of this department during the year 1854.

Powers obtained by Railway Companies.

The length of new lines of railway sanctioned by Parliament during the year 1854 was 482 miles. This amount is little more than half the length sanctioned in the previous year. The length of new railways authorized in each year reached its highest point in 1846, after which a rapid falling off took place, and continued till the years 1849 and 1850. But after the year 1850 the length of lines authorized by Parliament in each year steadily increased till 1853. A falling off, however, again took place in 1854.

The following are, as far as the records in this department will shew, the number of Railway Acts passed in each year since 1846, as well as the length of line and amount of capital and loans authorized in each year by those Acts.

Year.	Number of Railway Acts.	Length of Line authorized.	Amount of Money authorized to be raised.
		Miles.	£
1846	270	4,538	132,617,368
1847	190	1,354	39,460,128
1848	85	371	15,274,237
1849	34	16	3,911,331
1850	34	8	4,115,632
1851	61	135	9,553,275
1852	51	244	4,333,834
1853	106	940	15,517,601
1854	71	482	9,211,602

Of the total length of line authorized in 1854, 358 miles are in England and Wales, 58 miles in Scotland, and 66 in Ireland.

In England the new lines are almost entirely branch lines, or lines subsidiary to existing lines.

The most important of these lines in point of length is the line between Salisbury and Yeovil. In the year 1848 the London and South Western Railway Company obtained an Act for making a Railway from Salisbury to Yeovil, (whence another Company had power to make a railway to Exeter), in extension of the line which they had power to make from Basingstoke to Salisbury, by which means narrow gauge communication would have been afforded from London to Exeter. The power for making this railway expired in 1853. Under these circumstances the Salisbury and Yeovil Railway was projected, and the Act authorizing it was passed last session. The railway joins lines on the broad and narrow gauge, but is proposed to be on the narrow gauge.

The Carmarthen and Cardigan Railway deserves notice, as being an extension of railway communication on the broad gauge in South Wales, and a link in a direct line of communication between the manufacturing districts and Milford Haven. Bills were deposited, but not proceeded with, in the Session of 1854, for effecting this direct line of communication.

On the east coast the East Suffolk Railway was authorized to be extended from Halesworth to Ipswich, by which means the railway communication near the coast will be completed between Ipswich and Yarmouth.

The extension of the Ambergate Railway into Nottingham may be mentioned, as affording to the Great Northern Railway Company a line independent of the Midland Railway into the town of Nottingham.

The North Yorkshire and Cleveland Union Railway, and the Border Counties Railway, also deserve notice, as opening out important mineral districts.

In the metropolis the Metropolitan Railway, which had been authorized by an Act of 1853, was last year authorized to be extended, so as to afford railway communication between the termini of the Great Western, London and North Western, and Great Northern Railways and the General Post Office.

In Scotland the line of chief importance which was sanctioned was from Inverness to Nairn, in lieu of a portion of the Great North of Scotland Railway.

In Ireland a communication by railway between Wexford and Dublin was afforded by a line from Wexford to Bagnalstown, which is on the Irish South Eastern Railway. The powers of the Cork and Waterford Railway Company were also revived for making the line between Youghal and Cork. And some other lines subsidiary to the Great Southern and Western Railway were also authorized.

But the principal feature of railway legislation in the Session of 1854 was the large number of Bills which related to what may be termed arrangements between Railway Companies. In connexion with this subject it may be as well to mention the alteration in the arrangements which were made with regard to the passing of Railway Bills through Parliament.

It will be in the recollection of your Lordships that a select Committee of the House of Commons sat in the Session of 1853 upon the subject of Railway and Canal Companies Amalgamation.

The Committee considered very fully the subject of railways with reference,—

1st. To the question of securing uniformity in railway legislation in future, and the principles upon which such legislation should be based.

2d. To the question of securing the uninterrupted interchange of all descriptions of traffic between the different railways or systems of railways.

3d. To the subject of the prevention of railway accidents.

The views of the Committee upon these points were expressed in a series of resolutions.

Upon the first point, it appeared that the Committee was adverse to amalgamations between large Companies except under very special circumstances; but they recommended that working arrangements for conducting the traffic and dividing the profits should be sanctioned under proper conditions, and for limited periods. The Committee considered that running powers should be discouraged as dangerous, and should be conceded only in cases where the free transit from one system of railways to another cannot be practically ensured by other means.

With the view of securing uniformity in railway legislation, the Committee recommended that a General Committee on Railway and Canal Bills should be appointed in each Session, of a character more permanent than has hitherto been the practice, in order to secure a comprehensive review of all schemes submitted to Parliament; and that, for the investigation of contested Bills, the Committee should divide the country into districts, decide questions of principle, and make arrangements for the decision of questions in which more than one district might be interested; and so direct the investigation of schemes within the several districts, as to secure for the public the utmost advantage that might be derived from a judicious combination of new lines with those already existing.

To carry into effect this object, a Standing Order of the House of Commons was made, which provided that a General Committee for Railway and Canal Bills should be formed, consisting of not less than twenty-four nor more than forty members, from amongst whom the Special Committees on the groups of Bills were to be selected.

This Committee was formed at the commencement of the Session of 1854, and a general classification of the Railway Bills of the Session was prepared by direction of your Lordships, and laid before it.

From this classification it appeared that a large proportion related to arrangements between Railway Companies, under which head were included 75 Bills out of the 138 before Parliament.

Nineteen of the Bills contained clauses authorizing one Railway Company to run over or use the line of another Railway Company. Of these only six were passed; and the recommendation of the Select Committee of 1853 would appear to have guided the decisions of the Committee on this subject, inasmuch as the portions of line to be used were in all these cases short portions of line, giving generally an access from a proposed branch line to a station on an existing line.

Twenty-five Bills contained powers of sale, lease, and amalgamation; but only ten Bills containing such powers were passed. Of these, seven transferred to Companies of some importance small lines which lay contiguous to their lines.

One Bill sanctioned the transfer to the Great Western Railway Company of such portions of the South Wales Railway as had not been already so sanctioned to be transferred, but the principle of this Bill had been affirmed by Parliament in a previous Session.

The other two Bills were of importance.

The first united together the Great Western, the Shrewsbury and Birmingham, and the Shrewsbury and Chester Railway Companies. The Great Western Railway Company, which owns the line from London to Bristol, and is connected with lines extending to Plymouth and Falmouth and to Milford Haven, and also owns a line from London to Wolverhampton, became possessed by this Bill of an independent line almost to Birkenhead. The Shrewsbury and Birmingham and Shrewsbury and Chester Railways are on the narrow gauge; and by the Amalgamation Act the Great Western Railway Company was required, within eighteen months from the passing of the Act, to complete the narrow gauge between the Shrewsbury and Birmingham Railway and the London and South Western Railway at Basingstoke as a double line of railway, with proper sidings, and accommodation and conveniences at the stations. This narrow gauge line passes by Reading. At Reading the Reading, Guildford, and Reigate Railway Company have power to construct, and it is believed are about to construct, a station close to the Great Western Railway for facilitating the free interchange of traffic; but under this arrangement the lines of the Companies will not be joined. The Reading, Guildford, and Reigate Railway affords a communication from the manufacturing districts to the south-eastern counties, and to the military and naval stations of Woolwich, Chatham, Sheerness, and Dover, and is therefore a line of importance in a military point of view. It is, therefore, to be hoped that at some future time a junction may be effected between the two lines, so that there may be no interruption to the flow of traffic in this direction.

The Great Western Railway Company are precluded by the Amalgamation Act from taking any steps to lay down the broad gauge on the line between Wolverhampton and Chester, until your Lordships shall, after application from the Company, have reported that it would be for the advantage of the public that the broad gauge should be so extended, and then only subject to such conditions as shall seem expedient to your Lordships.

The second of the two Bills above mentioned amalgamated the York, Newcastle, and Berwick, the Leeds and Thirsk, and the York and North Midland Railway Companies, under the title of the North Eastern Railway Company, and it also contains provisions under which the Malton and Driffield Junction Railway Company has since been included in the amalgamation. By these arrangements this Company possesses the chief control over the lines in that important district.

The number of working arrangements which were sanctioned amounted to twenty-five. Of these, the most important enabled the Eastern Counties Railway Company, the East Anglian Railway Company, the Norfolk Railway Company, the Eastern Union Railway Company, and the Newmarket Railway Company, to work their lines jointly, by which the large district occupied by these lines, whose united length is 536 miles, was placed under one management.

The working arrangements were sanctioned in most cases for periods of ten years, a power of renewal at the expiration of that period being generally given, subject to the approval of your Lordships.

The subject of working arrangements between Companies deserves notice, for railway legislation appears to be tending by this means gradually to place the railways of the country under a limited number of systems of management; and the country is already so much occupied by trunk lines of railway that it does not appear very probable that any extensive new line of railway will (at least for a

long time to come) be projected, but that a large proportion of the new lines which may be proposed will be in extension of, or will form branches to, existing lines.

It is, no doubt, for the public advantage, so far as regards facility of intercommunication, that new lines, which are extensions of, or feeders to, existing railways, should form part of one or other of the systems of existing lines.

But on the other hand, the local accommodation and traffic will probably be generally better cared for by the directors whose interest is confined to the short line, than by those who have to provide for the accommodation of a large district.

A working arrangement to some extent combines the advantages of both; and if it is made for a limited period it possesses, as far as the public interests are concerned, this additional advantage over an amalgamation or a lease for a number of years, that, in cases where the arrangement does not work satisfactorily for the public, a means of re-adjustment is afforded at the end of each term of the working agreement.

As regards the Railway Companies themselves, although subsidiary lines are of advantage to the trunk lines from the traffic they bring, in many cases the price of their shares, or other considerations, prevent the Company owning the principal line from themselves projecting them as branches; and a working arrangement gives to such Company the benefit of the additional traffic which is brought on to the main line, without any outlay of capital for the construction of the branches.

As before stated, your Lordships have by some of the Acts a power of sanctioning the renewal of the working arrangements at the expiration of the terms for which they have been granted. Powers of reference to your Lordships have also been reserved with respect to the use of a railway by a Company owning another railway; also as to terms of lease, amalgamation, traffic and working arrangements, regulations as to working, as to appointment of auditors and arbitrators, and as to the construction of works.

The cases in which powers have been conferred on your Lordships by Acts of last Session are fifty-two in number, and the clauses relating to them will be found in the Appendix.

The Select Committee in 1853, in recommending that the House of Commons should appoint a General Committee on Railway and Canal Bills, would appear to have had in view that that General Committee should act as a tribunal to consider all Railway Bills, and, by discouraging those Bills which would create antagonism between Railway Companies, to check those Parliamentary contests which have been so ruinous. But, as yet, there has been hardly sufficient experience of the operation of this Committee to enable an opinion to be expressed as to the beneficial effect of its proceedings.

The most important feature, however, of the legislation of last Session on the subject of railways was the Bill which gave effect to the recommendation of the Select Committee on Railway and Canal Bills, that "every Railway Company "should be compelled to afford to the public, in respect both of goods and of "passengers, the full advantage of convenient interchange from one system to "another, and to afford just facilities to every class of traffic." Parliament has ratified this recommendation of the Select Committee by passing "The Railway and Canal Traffic Act, 1854," which defines generally the duties of Railway and Canal Companies towards the public, and towards each other, and thus takes a first and most important step in the direction of solving the difficulties which had arisen with respect to the conduct of traffic by Railway Companies, whose interests were at variance with each other or with the interests of the public.

By this Act it is provided that every Railway Company, Canal Company, and Railway and Canal Company, shall, according to their respective powers, afford all reasonable facilities for receiving and forwarding and delivering traffic upon and from the several railways and canals belonging to or worked by such Companies respectively, and for the return of carriages, trucks, boats, or other vehicles; and that no such Company shall give any undue or unreasonable preference or advantage to or in favour of any particular description of traffic in any respect whatsoever, nor subject any particular person or Company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. It also provides that every Railway and Canal Company having or working railways or canals which form part of a continuous line of railway or canal or railway and canal communication, or which have the terminus, station, or wharf of the one near the terminus, station, or wharf of the

other, shall afford all due and reasonable facilities for receiving and forwarding all the traffic arriving by one of such railways or canals by the other without any unreasonable delay, and without any such preference or advantage, or prejudice or disadvantage, as aforesaid; and so that no obstruction may be offered to the public desirous of using such railways or canals; and so that all reasonable accommodation may, by means of the railways and canals of the several Companies, be at all times afforded to the public.

The Act provides a summary mode of proceeding, to which parties aggrieved by a violation of the Act may resort for the purpose of enforcing its provisions. The proceedings are to be taken in England in the Court of Common Pleas; in Ireland, in the superior Courts in Dublin; and in Scotland, in the Court of Session. No cases of the kind appear as yet to have been adjudicated upon by the Courts.

Provisions on the subject of railway accidents, in accordance with the recommendation of the Select Committee on Railway and Canal Bills of 1853, were not introduced into Parliament in the Session of 1854.

Increase of Railway Communication.

The total length of line authorized by Parliament down to the end of 1854 amounted to 13,983 miles; but of this, 1,177 miles have been abandoned by subsequent Acts, or by warrant under the authority of the Commissioners of Railways, and consequently there remain 12,806 miles for which the Parliamentary powers which were obtained have not been repealed. Of these, 8,054 miles were open at the end of 1854; and 4,752 miles, which have received the authority of Parliament, remained to be opened.

This length of line is distributed throughout the United Kingdom as follows:—

—	Line open on 31st Dec. 1853.	Line open during 1854.	Line open on 31st Dec. 1854.	Line authorized, but not open, on 31st Dec. 1854.	Total Length of Line authorized by Parliament to 31st Dec. 1854.
	Miles.	Miles.	Miles.	Miles.	Miles.
England and Wales	5,848	266	6,114	3,213	9,327
Scotland - -	995	48	1,043	674	1,717
Ireland - -	843	54	897	865	1,762
Total - -	7,686	368	8,054	4,752	12,806

and the following table exhibits for each year since 1843 the proportions of railway authorized, opened, or abandoned, under the authority of Parliament:—

Table showing the Length of Railway authorized previous to the end of 1843, and in each succeeding Year opened for Traffic during each Year, and the Proportion remaining to be completed at the end of 1854; also showing the Total Length of Railway opened for Traffic in each Year since 1843.

—	Length of Line opened.												Total Length of Line opened to December 1854.	Length of Line authorized at the end of 1843, and during each subsequent Year.	Decrease by Abandonment, Deviation, &c., under authority of subsequent Acts.	Length of Line after Reduction made in consequence of Abandonment, &c., under the authority of Acts passed subsequent to 1843.	Length of Line remaining to be made.
	Previously to December 1843.	During 1844.	During 1845.	During 1846.	During 1847.	During 1848.	During 1849.	During 1850.	During 1851.	During 1852.	During 1853.	During 1854.					
	Miles.	Miles	Miles	Miles	Miles	Miles.	Miles	Miles	Miles	Miles	Miles	Miles	Miles.	Miles.	Miles.	Miles.	Miles.
Of Lines authorized previously to December 1843 -	2,036	204	131	16	2	1	–	–	–	–	–	–	2,390	2,390	–	2,390	–
Of Lines authorized in 1844	–	–	159	366	142	118	3	4	–	–	–	–	792	805	–	805	13
1845	–	–	6	224	573	604	311	213	65	106	122	50	2,274	2,700	33	2,667	393
1846	–	–	–	–	84	403	501	379	122	288	179	121	2,077	4,538	809	3,729	1,652
1847	–	–	–	–	2	56	45	26	71	10	15	29	254	1,354	325	1,029	775
1848	–	–	–	–	–	–	7	–	7	16	–	11	41	371	7	364	323
1849	–	–	–	–	–	–	2	1	–	–	–	–	3	16	–	16	13
1850	–	–	–	–	–	–	–	2	4	–	–	1	7	8	–	8	1
1851	–	–	–	–	–	–	–	–	–	15	23	15	53	135	–	135	82
1852	–	–	–	–	–	–	–	–	–	11	11	106	128	244	2	242	114
1853	–	–	–	–	–	–	–	–	–	–	–	35	35	940	1	939	904
1854	–	–	–	–	–	–	–	–	–	–	–	–	–	482	–	482	482
Total - -	2,036	204	296	606	803	1,182	869	625	269	446	350	368	8,054	13,983	1,177	12,806	4,752

Upon 1,916 miles out of the 4,752 miles for which Parliamentary powers have been obtained, and which have not yet been opened, the powers for the com-

pulsory purchase of the land and the completion of the works have expired. The proportion in which this is distributed through the several years is shown in the following table:—

TABLE showing the Proportion of Railway not open for Traffic, authorized previous to the end of 1843, and in each subsequent Year, and which have not been abandoned by subsequent Acts; and the proportion as to which the Time allowed for the compulsory Purchase of Land and for the Completion of Works has expired without the Railways being completed, down to the end of 1854.

—	Length of Line not open for Traffic on the 31st December, 1854, which was authorized, and not abandoned by subsequent Acts.	Length of Line upon which the powers for compulsory purchase of land and completion of works had expired without the Railway being opened, on 31st Dec. 1854.	Railways for the construction of which Parliamentary powers exist.
	Miles.	Miles.	Miles.
Of Lines authorized previous to December 1843	Nil.	—	—
Of Lines authorized in 1844	13	13	—
1845	393	236	157
1846	1,652	891	761
1847	775	592	183
1848	323	171	152
1849	13	13	—
1850	1	—	1
1851	82	—	82
1852	114	—	114
1853	904	—	904
1854	482	—	482
	4,752	1,916	2,836

Upon 505 miles, out of the 2,836 miles, for the construction of which Parliamentary powers exist, the powers for the compulsory purchase of the land have been allowed to expire without having been exercised; and this increases, therefore, the number of miles which it is not probable will ever be made to 2,421 miles. The total amount of money authorized to be raised by Railway Companies, by shares and on loan, to the end of 1854, amounted to 368,106,336*l.*, of which 286,068,794*l.* had been raised, leaving 82,037,542*l.* to be raised. There are no records to show how much of this sum is apportioned to the miles of railway for which the Parliamentary powers have expired; but it may be assumed, approximatively, that from 30,000,000*l.* to 40,000,000*l.* of this amount would have been applied to those portions of railway, and that it will not, therefore, be now raised.

Of the 8,054 miles open for traffic on the 31st December 1854, the proportion constructed on the Narrow Gauge, Broad Gauge, and Mixed Gauge, is as follows:

—	Narrow Gauge (including Irish Gauge).	Broad Gauge.	Mixed Gauge.	Total.
	Miles.	Miles.	Miles.	Miles.
In England	5,261	647	206	6,114
In Scotland	1,043	—	—	1,043
In Ireland	8	—	—	897
Irish Gauge	889			
Total	7,201	647	206	8,054

and by the following table is shown the length of single lines open for traffic at the same dates:

—	Number of Companies having single Line.	Narrow Gauge (including Irish Gauge).	Broad Gauge.	Mixed Gauge.	Total.
		Miles.	Miles.	Miles.	Miles.
In England	77	991	196	*81	1,268
In Scotland	17	211	—	—	211
In Ireland	1	2	—	—	483
Irish Gauge	19	481			
Total	114	1,685	196	81	1,962

* Forty-eight miles of this length is laid with a second line on the Narrow Gauge.

Of the single line opened at the end of the year 1853, thirty-seven miles sixteen chains in England, and thirteen miles in Ireland, have been made double during the year 1854.

From the above details, it appears that the length of new line opened for traffic during the year 1854 amounted to 368 miles, of which 254 miles were laid with only one line of rails.

Of the lines thus opened, the following are those which appear to be of the greatest importance, viz.:—

In England, the Birmingham, Wolverhampton, and Dudley Railway, by which the Great Western Railway is extended through an important manufacturing district to join the Shrewsbury and Birmingham Railway; and by the amalgamation of the Great Western Railway Company with the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies, the Great Western Railway affords an independent route from the metropolis to Chester. The extension of the South Wales Railway from Carmarthen to Haverfordwest affords another link in the communication with Milford Haven; and the line from Crediton to Barnstaple gives railway accommodation to the seaport of Barnstaple, as well as to the northern portion of Devonshire. The Somerset Central Railway connects Glastonbury with the Bristol and Exeter Railway. The line from Manningtree to Harwich affords to that important seaport the benefit of railway communication. The Port Carlisle Railway and Dock opens a new seaport near Carlisle. The Basingstoke and Salisbury Branch of the London and South Western Railway was opened from Basingstoke to Andover.

The London, Tilbury, and Southend Railway, as also the East Suffolk Railway between Haddiscoe, Beccles, and Halesworth, and the Hull and Holderness Railway, afford chiefly local accommodation.

In Scotland, the only line of importance is the Great North of Scotland Railway, which has been opened for a distance of 39 miles to the north of Aberdeen.

In Ireland, the Londonderry and Enniskillen Railway was extended to Enniskillen, and the Dundalk and Enniskillen Railway to Ballybay.

The Dublin and Wicklow Railway was opened to Bray; and a branch of the Great Southern and Western Railway was opened to Tullamore.

In addition to these there was the remaining portion of the Waterford and Limerick and Waterford and Kilkenny Railways which connects these lines with the town of Waterford; and the Newry and Enniskillen Railway was opened from the town of Newry to the Dublin and Belfast Junction Railway.

All these lines of railway were inspected by the officers of this department before they were opened, and in twenty-seven cases your Lordships directed the opening to be postponed, on account of the insufficient state of the works.

The number of cases in which single lines of railway have been inspected and opened during the year 1854 is 26; and the length of single line is 254 miles.

The proportion of single line which was opened during the year very much exceeds that of double line. And the inspecting officers, before reporting that the single lines of railway might be opened without danger to the public, have required the Companies to undertake to work their traffic in such a manner that only one engine shall be in steam on the single line, or on defined portions of the single line, at one and the same time; and inasmuch as regulations of this description interpose a great barrier to traffic, it must be assumed that the promoters did not anticipate a large traffic on these lines.

In one case your Lordships felt it to be your duty not to allow the opening of a line as a single line. The Manchester and Southport Railway was constructed as a single line, but, when opened, the Lancashire and Yorkshire and the East Lancashire Railway Companies had equal rights, under the Act, to run their trains over it; and inasmuch as special regulations and an undivided control are essential to the safe working of a single line, the inspecting officer reported that the line could not be opened without danger under the circumstances, and your Lordships postponed the opening until a second line had been added.

One of the lines opened this year, upon which a large amount of traffic was expected, was the Birmingham, Wolverhampton, and Dudley Railway. This

line passed through a district between Birmingham and Wolverhampton, where the population is very numerous for the whole distance; the amount of goods traffic was also expected to be large. Under these circumstances, the Great Western Railway Company, who are owners of the line, made arrangements to accommodate a large passenger traffic by the erection of capacious offices and the construction of wide platforms; and inasmuch as it was anticipated that the Third-class traffic would far exceed the other classes of traffic, the booking-offices and waiting-rooms for the Third-class passengers have been separated from those for First and Second-class passengers; and in order to obviate the dangers and inconveniences which arise at stations in the conduct of a large mixed traffic, the goods departments have been so arranged that the lines of railway for goods traffic are separated at the stations from the lines for passenger traffic.

In addition to the new lines of railway which have been mentioned above, in some instances increased accommodation has been afforded to, or alterations have been made in, existing lines. Thus, to accommodate the traffic between London and the Crystal Palace, the London, Brighton, and South Coast Railway Company constructed a short branch line from near their Sydenham station up to the Crystal Palace, separate up and down lines being reserved on the main line between Sydenham and London for that traffic and the Croydon traffic.

An alteration has been made in the line between Gloucester and Bristol, which belongs to the Midland Railway Company. This Company laid a line on the narrow gauge between Gloucester and Stonehouse, to be used by them in lieu of the previously-existing Broad Gauge line, which had been hitherto used by the Great Western Railway Company jointly with the Midland Railway Company; and on the line between Stonehouse and Bristol, narrow gauge rails were added to the broad gauge rails, constituting that branch of the line a Mixed Gauge line. The object of this alteration is to enable the Midland Company, whose line north of Gloucester is on the narrow gauge, to carry its traffic without break of gauge to Bristol; and in furtherance of this object, narrow gauge rails have been added to the station at Bristol.

In my report of last year I pointed out the proceedings which your Lordships had thought fit to institute against the Oxford, Worcester, and Wolverhampton Railway Company with reference to the non-completion of the mixed gauge on the second line of rails between Evesham and Honeybourne. The Company have, since that period completed the second line on the mixed gauge to Honeybourne and to Campden.

The reports of the inspecting officers of their several inspections, and the correspondence which has arisen thereon, are given in the Appendix.

From a return presented to Parliament, it appears that upon the 30th June, 1854, there were 45,401 persons employed in the construction of 889 miles of railway, but of this 241 miles were opened before the 31st December.

The number of miles of railway open for traffic was 7,803, and 90,409 persons were employed upon those railways.

The following table shows the number of persons employed on railways in course of construction and on railways open for traffic, together with the lengths of such railways, upon the 30th of June in every year since 1847, as well as the number of stations on the lines open for traffic:

Year.	Lines in course of Construction.			Lines open for Traffic.			
	Miles.	Number of Persons employed.	Average Number employed per Mile.	Miles.	Number of Persons employed.	Average Number employed per Mile.	Stations.
1st May 1848	2,958	188,177	63·6	4,252	52,688	12·3	1,321
30th June 1849	1,504	103,816	69·0	5,447	55,968	10·2	1,850
29th June 1850	864	58,884	68·15	6,308	60,325	9·56	2,030
30th June 1851	734	42,938	58·49	6,698	63,563	9·49	2,107
„ 1852	738	35,935	48·69	7,076	67,601	9·55	2,253
„ 1853	682	37,764	55·36	7,512	80,409	10·7	2,463
„ 1854	889	45,401	51·07	7,803	90,409	11·59	2,410

The number of persons employed upon railways in course of construction will afford some index of the progress of railway enterprise during the year, as compared with former years; but it is probable that a more complete criterion is afforded by the amount of money raised by Railway Companies by shares

and loans, and the length of railway opened during each year. This would appear from the returns possessed by this department to be as follows, viz.:—

	Money raised by Shares and Loans.	Miles of Railway opened during the Year.
In 1849, - -	£ 29,574,719	869
In 1850, - -	10,522,967	625
In 1851, - -	7,970,151	269
In 1852, - -	15,924,783	446
In 1853, - -	9,158,835	350
In 1854, - -	12,452,374	368

Traffic.

The total number of Passengers conveyed on railways in the year 1854 amounted to 111,206,707 against 102,286,660 conveyed in 1853; the number conveyed per mile of railway open being 14,160 in 1854, and 13,659 in 1853.

The total receipts from all sources of traffic in 1854 amounted to 20,215,724*l.*, being 2,576*l.* per mile, the receipts for 1853 having been 18,035,879*l.*, or at the rate of 2,408*l.* per mile.

In the Appendix will be found tables exhibiting the progress of traffic on railways since the year 1849.

From these tables it appears that on the whole the traffic on railways continues to be steadily developed.

With respect to the Passenger Traffic in England, the number conveyed amounted to 92,346,149 or at the rate of 15,487 per mile, against 84,212,961 or 14,695 per mile, conveyed in 1853. And the receipts from Passengers amounted to 7,896,402*l.* or 1,324*l.* per mile, against 7,326,106*l.* or 1,279*l.* per mile, in 1853.

The proportion of each class to the whole number conveyed was First-class 13·3 per cent., Second-class 36 per cent., Third-class 50·7 per cent., which when compared with former years shows a slight increase in the proportionate number of First and Third-class passengers conveyed, and a decrease in the number of those of the Second-class.

As regards the receipts, the increase in proportionate amount derived from Third-class passengers when compared with former years is more marked, whilst there is a slight decrease in the proportionate amounts derived from First and Second-class passengers. In 1854 the proportion of the receipts was First-class 30·6 per cent., Second-class 36·8, Third-class 30·7, whilst 1·9 per cent. was not apportioned into classes; and in 1849 the proportion was First-class 32·06 per cent., Second-class 41·46, Third-class 26·48. This would tend to show that the average fares on the First-class passengers have been slightly lowered, as compared with those on the Third-class passengers during this period, or vice versâ.

In Scotland the total number conveyed in 1854 was 11,949,388 compared with 10,999,224 in 1853, that is to say 11,725 per mile in 1854 compared with 11,246 per mile in 1853; the receipts having been 756,872*l.* in 1854 compared with 697,712*l.* in 1853, or at the rate of 742*l.* per mile in 1854 against 713*l.* per mile in 1853.

The proportion which the different classes of traffic bear to each other in Scotland is however very different from that in England.

The proportion of First-class passengers is 11·3 per cent., of Second-class 15·9, and of Third-class 72·8, and the receipts exhibit a similar preponderance in favour of Third-class traffic; the proportion of the receipts of First-class passengers being 26·8, for Second-class 22·5, and Third-class 49·3, an amount equal to 1·4 per cent. not being apportioned into classes.

As compared with former years, it would appear that whilst the First-class traffic has increased to some extent proportionately to the other classes of traffic, the Second-class has diminished both in regard to numbers and receipts, and the Third-class traffic has increased slightly.

In Ireland the same progressive development of traffic on railways has not taken place, and there is a falling off both as regards numbers and receipts.

This falling off has however taken place chiefly in the second half-year of 1854, and must partly be attributed to the fact that in 1853 great stimulus was given to the Irish Passenger Traffic by the exhibition in Dublin. It is, however, not satisfactory to observe that the number of Passengers conveyed per mile, and the receipts for Passengers per mile, are lower than in any of the other five years recorded in the table in the Appendix, owing it may be to the diminution which has taken place in the population by emigration.

The total number of Passengers conveyed amounted to 6,911,170 in 1854 as compared with 7,074,475 in 1853, the number per mile conveyed having been 7,985 in 1854 and 9,175 in 1853.

The total receipts were 521,671*l.* in 1854, and 537,259*l.* in 1853, the receipts per mile having been 602*l.* in 1854 and 696*l.* in 1853.

The decrease in the numbers conveyed has taken place in the Second and Third classes of passengers, from which classes the emigrants have been supplied, the number of First-class passengers having increased; but in the receipts the decrease has taken place in the amounts received from the First and Second classes of passengers, the amount received from Third-class passengers having increased. From this it would appear that the First-class fares had been on the average diminished, as compared with the Third-class fares, or vice versâ.

The proportion into which the traffic is divided is, with respect to numbers, First-class 13·3 per cent.; Second-class, 39·8 per cent.; Third-class, 46·8 per cent., a small number being unapportioned; and with respect to the receipts, First-class, 23·1; Second-class, 36·6; Third-class, 38·3, unapportioned two per cent. A comparison with former years shows that the relative number of First-class passengers have increased, whilst the relative number of Second-class passengers have decreased. As regards the receipts, although there is a difference with respect to 1853, there does not appear to be any very marked alteration when an average of previous years is taken, except that the relative proportion received from Second-class passengers appears to have decreased, and that of the Third-class passengers to have increased.

As regards the returns for Great Britain and Ireland, of the 111,206,707 conveyed, it appears that 14,517,461 were First-class passengers, 37,930,655 Second-class, and 58,732,048 Third-class, there being 26,543 not apportioned into classes. And of the 9,174,945*l.* received for Passengers, 2,738,458*l.* was derived from First-class passengers, 3,264,545*l.* from Second-class, and 2,999,464*l.* for Third-class passengers; a sum of 172,478*l.* not being apportioned into classes. Although the relative proportion of each class of traffic has not varied much, yet a slight increase may be observed in the proportionate receipts for Third-class traffic, and a slight decrease in the proportionate receipts for Second-class traffic.

As regards the Goods Traffic, the amount received on the railways in England and Wales amounted to 9,446,523*l.*, being an increase of 16 per cent. over the amount received in 1853; and the receipts per mile were 1,584*l.* in 1854 compared with 1,415*l.* in 1853.

In Scotland the increase has been at a similar rate; the amount received for the conveyance of Goods in 1854 was 1,241,450*l.*; the receipts per mile being 1,219*l.* in 1854, and 1,075*l.* in 1853.

In Ireland the increase has been nearly 20 per cent., the amount received in 1854 being 352,806*l.* against an amount in 1853 of 294,310*l.* The receipts per mile being 408*l.* in 1854 compared with 382*l.* in 1853.

It would thus appear that there has been a steady increase in the Goods Traffic of the whole country, both in regard to the whole amount and to the amount per mile. The whole amount received for Goods in 1854 was 11,040,779, being an increase of 1,565,979 over the amount received in 1853, that is to say, an increase of 16·5 per cent.

It is to be observed that the amount received for the carriage of Goods in 1849 was 5,528,606*l.* Hence although railways have increased in length 40·6 per cent. since that date, the Goods Traffic has increased 99·67 per cent., the receipts per mile having been 2,115*l.* in 1849, and 2,576*l.* in 1854.

In the report from this department for the year 1853, the gradual increase in the proportionate receipts of Goods Traffic was alluded to; and from the tables which have been prepared, this increase would appear to have continued. The relative proportion for 1854 having been, Passenger Traffic 45·34 per cent., Goods Traffic 54·66 per cent. In 1849 the relative amounts were, Passenger Traffic 53·17, Goods Traffic 46·83. It is to be observed that the powers of the Act 7 & 8 Vict., c. 85, are only applicable to *Passenger Railways*, which are there defined as railways upon which the receipts from Passengers are one-third in amount of the receipts from Goods. But the preponderance which the Goods Traffic is gradually acquiring over the Passenger Traffic points to the desirability of altering this definition.

As it appeared desirable to show, in connexion with the traffic, the expenditure incurred in working railways, I have obtained from the Railway Companies copies

of their half-yearly statements, and have classified the expenditure therein detailed according to the principal heads under which the accounts are shown.

But there is such a want of uniformity in the manner in which these accounts are rendered, that it has been found impossible to follow out the classification in every case, and hence the average results can only be considered as approximations to the true averages.

The following is a general summary of the information thus obtained.

The working expenses would appear to average 45 per cent. of the gross receipts on a railway, the proportion being 45 per cent. in England, 43 per cent. in Scotland, and 46 per cent. in Ireland.

The average expenditure per mile of railway would appear to be, on 5,924 miles in England, 1,352*l.* 3*s.* 6*d.*; on 986 miles in Scotland, 961*l.* 2*s.* 8*d.*; and in Ireland, on 875 miles of railway, 464*l.* 9*s.* 7*d.* per mile.

The following is the per-centage proportion into which this expenditure would appear to be divided, viz.:—In England and Wales the maintenance of way was 14·5 per cent.; in Scotland 15·9, and in Ireland 14·6 per cent. of the whole expenditure. The cost of locomotive power, including expense of rolling stock, was in England 39·7 per cent., in Scotland 42·9, and in Ireland 44·3 per cent. The traffic charges amounted in England to 26·1 per cent., in Scotland to 20·5, and in Ireland to 23·4 per cent. The miscellaneous expenses, including police, watchmen, compensation, &c., were for England 11·6 per cent., for Scotland 16 per cent., and for Ireland 14·6 per cent. The rates and Government duty amounted in England to 8·1 per cent., whilst in Scotland they were only 4·7 per cent., and in Ireland only 2·6 per cent. of the whole expenditure; the great difference in this respect in Ireland being occasioned by there being no passenger duty there.

The tables also exhibit the expenditure under the different heads per mile run by the trains. These results are derived partly from the half-yearly statements of the Railway Companies, and partly from the returns of traffic made by the Railway Companies to this department.

The results in this case would appear to be as follows:—The expenditure per mile run by the trains was in England 31·28*d.*, in Scotland 28·42*d.*, in Ireland 29·18*d.*; and the receipts per mile run by the trains were in England 68·82*d.*, in Scotland 59·33*d.*, and in Ireland 61·19*d.*

In the Appendix will be found the particulars of the whole of the information received from the Railway Companies in a tabulated form; and although the information obtained cannot be considered to be in the most perfect form, it will afford, it is hoped, a tolerably close approximation to the truth, and give some insight into this very interesting subject.

From the information which has been obtained from these returns I have endeavoured to form some idea of the average profits yielded by capital invested in railways, and in the following table are shown the results which have been arrived at for the last six years, the information in this department not admitting of its being carried further back.

Year.	Capital paid up on the 31st December in each Year.		Total raised by Shares on the 31st December in each Year.	Loans on the 31st December in each Year.	Total raised by Shares and Loans to the 31st December in each Year.	Average Interest on				Total Amount of Interest on Preference Shares and Loans.	Gross Receipts.	Amount available for Dividend after deducting 45 per Cent. on Gross Receipts for Working Expenses, and also deducting the Interest on Preference Shares and Loans.	Average Rate of Dividend on the whole of the Ordinary Share Capital invested on Railways.
						Preference Shares.		Loans.					
	Ordinary.	Preference.				Rate.	Amount.	Rate.	Amount.				
	£	£	£	£	£		£		£	£	£	£	
1848	156,508,578	Not separated in the Returns.	156,508,578	43,664,481	200,173,059	—	—	4·62	2,020,775	Returns incomplete.		—	—
1849	158,560,118	19,852,506	178,412,624	51,335,154	229,747,778	5·63	1,118,270	4·67	2,401,096	3,519,366	11,806,498	2,974,208	1·88
1850	150,022,877	34,740,800	184,763,677	55,507,068	240,270,745	5·61	1,950,741	4·60	2,558,568	4,509,309	13,204,668	2,753,259	1·83
1851	155,060,024	34,494,155	189,554,179	58,686,717	248,240,896	5·26	1,795,874	4·54	2,663,829	4,459,703	14,997,459	3,788,900	2·44
1852	161,400,256	38,700,755	200,101,011	64,064,668	264,165,672	5·21	2,019,743	4·18	2,743,780	4,763,523	15,710,554	3,877,282	2·40
1853	165,054,677	43,527,379	208,582,056	64,742,458	273,324,514	5·002	2,177,347	4·14	2,696,242	4,873,589	18,035,879	5,046,145	3·05
1854	166,030,806	49,377,952	215,408,758	70,660,036	286,068,794	5·01	2,475,188	4·27	3,021,286	5,496,474	20,215,724	5,622,175	3·39

From this table it would appear that the average profits, exclusive of the returns upon capital invested in preference shares and on loan, have increased considerably since 1849, and were for last year 3·39 per cent.; the preference shares yielded an average dividend of 5 per cent.: the general average of the returns on shares being 3·76 per cent. And the money invested in loans yielded an average of 4·27 per cent. In considering, however, the returns of money invested in railway shares regard must be had to the period during which the works were in progress, when the money was unproductive.

Accidents.

A report has already been laid before your Lordships on this subject, but inasmuch as the returns of traffic were not complete at the time it was written, it appears desirable to show in this place the proportion between the number of passengers who were conveyed on railways and the number who suffered by accidents.

This is exhibited in the following table:—

Description of Persons.	1853.								1854.							
	England.		Scotland.		Ireland.		Total on all Railways in 1853.		England.		Scotland.		Ireland.		Total on all Railways in 1854.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Persons killed or injured from causes beyond their own control	19	219	1	50	*16	*11	36	280	9	285	2	42	1	4	12	331
Passengers killed or injured owing to their misconduct or want of caution	24	19	1	1	3	–	28	20	13	14	4	1	2	–	19	15
Total number of Passengers killed or injured	43	238	2	51	19	11	64	300	22	299	6	43	3	4	31	346
Servants of Company or of Contractors killed or injured from causes beyond their own control	54	84	7	4	1	1	62	89	34	46	4	8	1	2	39	56
Servants of Company or of Contractors killed or injured owing to their own misconduct or want of caution	78	32	16	11	3	–	97	43	62	29	7	2	4	–	73	31
Trespassers or other persons, neither passengers or servants of Company or of Contractors, killed or injured while crossing or walking on the railway	67	15	12	2	2	–	81	17	†62	14	12	6	6	–	80	20
Suicide	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Total	243	369	37	68	25	12	305	449	180	388	29	59	14	6	223	453
Total number of Passengers conveyed	84,212,961		10,999,224		7,074,475		102,286,660		92,346,149		11,949,388		6,911,170		111,206,707	

* Of these numbers 15 were killed and 5 injured by *one* collision. † Including 2 cases of suicide.

If the result shown above be reduced to a uniform standard, for the purpose of comparison with returns of former years, it will appear that, for every 1,000,000 of passengers conveyed, the following were the proportion of passengers killed and injured from causes beyond their own control, viz.:—

	England.		Scotland.		Ireland.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1852	·14	4·3	0	5·8	0	3·2
1853	·23	2·6	·09	4·5	2·4	1·6
1854	·09	3·08	·16	3·51	·14	·57

And for the United Kingdom, in 1852, the proportion of killed was ·11, and of injured 4·2 per million passengers conveyed. In 1853, the proportion was ·35 killed and 2·8 injured; and in 1854 the proportion was ·10 killed and 2·07 injured per million of passengers conveyed; from which it would appear that the degree of safety with which the whole number of passengers in the United Kingdom were conveyed was rather greater in 1854 than in the two former years.

Exercise of Powers under General Acts and Special Acts.

Your Lordships have been called upon to approve Byelaws for the following Railways:—North and South Western Junction; Newry and Enniskillen; Middlesbrough and Guisbrough; Manchester, Sheffield, and Lincolnshire; Llanelly; North Devon; Hull and Holderness; London, Tilbury, and Southend; Leeds, Bradford, and Halifax Junction; Dublin and Wicklow; Blyth and Tyne; North Eastern; Great North of Scotland; Lancashire and Yorkshire; Manchester, South Junction, and Altrincham; Chester and Holyhead; Scottish Midland Junction; Aberdeen; Port Carlisle; and East Suffolk.

The Byelaws were similar in form to those which have been approved of on other lines, except in the following cases:—

In the Lancashire and Yorkshire, and Manchester, South Junction, and Altrincham Byelaws, the Byelaw requiring passengers to produce their tickets on demand was extended to season tickets as well as other tickets.

In the case of the Chester and Holyhead Railway Company, the Byelaws were applicable to steamboats.

In the case of the Aberdeen, Great North of Scotland, and Scottish Midland Junction Railway Companies, Byelaws were specially framed for the purpose of preventing gambling in the railway carriages.

The particulars of these exceptional cases will be found in the Appendix.

Your Lordships have been called upon to decide upon the necessity of screens being erected on roads adjacent to railways to prevent horses from being frightened by engines and carriages on the railways, in four cases.

In four instances references have been made to your Lordships on the subject of level crossings. Of these the most important were the two following:—

The Improvement Commissioners of the town of Stoke-upon-Trent applied to your Lordships in the month of February, complaining of the level crossing by the North Staffordshire Railway of the Endon Branch of the Newcastle-under-Lyne district roads and requesting your Lordships to require the Company to cross the railway by means of a bridge, under the 19th section of the North Staffordshire Railway Companies Act, 9 & 10 Vict. c. 83.

Your Lordships caused a report to be made upon the subject by one of the inspecting officers of this department, from which, and from the statements made by both parties, it appeared that there was another road, which was carried across the railway by means of a bridge, at about 24 chains from the crossing, by which a large portion of the traffic might pass; that a portion of the traffic which passed over the level crossing could only approach it by using on sufferance a private road belonging to the Company; that a bridge at this place presented great difficulties, and would involve a very large expenditure and a deviation of the road; and that the level crossing would be required, even if a bridge were constructed, to give access to the Railway Company's station yard. It also appeared that the road trustees were not desirous of any alteration being made. After some correspondence, and an interview with your Lordships on the subject, an arrangement was come to satisfactory to both parties, and the Stoke Improvement Commissioners did not pursue their application.

The other case was rather different. The Oxford, Worcester, and Wolverhampton Railway Company obtained an Act in the course of the Session of 1854 for making a branch line to the town of Chipping Norton. By this Act the Railway Company was empowered to cross the road between Stow and Chipping Norton on the level. Very soon after the passing of the Act, a memorial, numerously signed by persons residing in the neighbourhood, was forwarded to your Lordships, alleging that the road was an important one, which the Company had, previously to obtaining their Act, undertaken to cross by a bridge; and stating that the memorialists, upon the faith of that undertaking, had withdrawn their opposition to the Bill. The memorialists urged the

danger of the level crossing, and prayed that under the 12th section of the Act your Lordships would require the Company to construct a bridge in lieu of a level crossing at that place.

The Company having disputed some of the allegations of the Memorialists, a lengthened correspondence ensued upon the matter; and your Lordships, after having caused the locality to be inspected independently by two of the inspecting officers of this department, and after a full consideration of the circumstances of the case, directed the Company to construct a bridge at that spot in lieu of a level crossing.

In two instances, certificates have been issued authorizing Railway Companies to take additional land, and in one case authorizing a deviation in a line of railway.

But the following are the more important references upon which your Lordships have been called upon to adjudicate during the year:—

I have already alluded to the steps taken by your Lordships to compel the Oxford, Worcester, and Wolverhampton Railway Company to complete the second line of rails upon the mixed gauge between Evesham and Honeybourne. Whilst those proceedings were pending, it was brought to the notice of your Lordships, in a memorial from the Great Western Railway Company, that the Oxford, Worcester, and Wolverhampton Railway Company had failed to comply with the provisions of its Acts of Parliament, which required that the railway should be formed of such gauge and according to such mode of construction as would admit of its being worked continuously with the Great Western Railway; and that they were acting in a manner unauthorized by the provisions of their Acts, by constructing the railway with a double line on the narrow gauge without first making provision to construct and lay down a double line on the broad gauge. After a full consideration of the circumstances, your Lordships felt it to be your duty to certify the fact to the Attorney-General, with a view to his taking steps to compel the Company to comply with their Acts.

The Worcester and Birmingham Canal Company called to the attention of your Lordships the high rate of toll on the Birmingham Canal, which was levied by the Birmingham Canal Company on goods passing from that canal on to the Worcester and Birmingham Canal, although it was alleged that, on the local traffic, they levied very reduced tolls. The Worcester Canal Company urged that the differential charge was due to the control exercised over the Birmingham Canal Company by the London and North-western Railway Company, whose interests in connexion with the Midland Railway were stated to be at variance with those of the Canal Company, and your Lordships' interference was sought under the provisions of the "London and Birmingham Railway and Birmingham Canal Arrangement Act, 1846," by which a power was given to your Lordships, if it appeared necessary to the interests of the public, to provide for the prevention or correction of any inconvenience or evils arising therefrom.

Your Lordships, after a full consideration of all the circumstances, decided that it did not appear that a case had arisen where your interference was contemplated under the Act.

The full correspondence upon these subjects will be found in the Appendix.

Amongst other references which have been brought before your Lordships, and which it may be proper to mention, is the application from the South Eastern Railway Company, under the "South Eastern Railway Reading Extension Act, 1853." By that Act, the Company was empowered to construct a line and a new station, near the Great Western Railway, with a view to the more convenient interchange of traffic at this point where a break of gauge occurs. The plan agreed to by the Companies, and approved of by your Lordships, shows a very great increase in the accommodation for the Great Western Railway Company's traffic at Reading, and a convenient arrangement for the interchange of traffic, both for Passengers and Goods between the South Eastern Railway and the Great Western Railway.

The Reading, Guildford, and Reigate Railway forms so important a link in the communication between the manufacturing districts and the south-eastern counties, as well as with important dockyards and arsenals, and military stations, independant of the crowded lines of railway close round the metropolis; and, a break of gauge is so serious an inconvenience and bar to the interchange of traffic between Railway Companies; that very great public benefit would accrue, both in a commercial and a military point of view, if means were found to unite the Reading, Guildford, and Reigate Railway to the Narrow Gauge line which, as has

been already mentioned in a previous part of this report, will soon be completed from the manufacturing districts through Oxford to Reading and Basingstoke.

Colonial Railways.

The Acts for colonial railways to which the attention of your Lordships has been called during the year have been twenty-nine Acts relating to different Railways in Canada, an Act of the European and North American Railway, an Act for making a railway in Jamaica, and an Act for regulating the gauge of railways in New South Wales.

In the Appendix will be found a letter from the Duke of Newcastle to the Governor General of Canada upon the twenty-nine Acts above mentioned: this letter discusses the subject of the amalgamation of railways in Canada, and forms a sequel to the correspondence which took place between the Colonial Office and this department, in 1852 and 1853, which has been published in the Appendices to the Reports on Railways for those years.

It appears desirable that the Act for regulating the gauge of railways in New South Wales should be alluded to here, inasmuch as by it the question was raised whether railways in New South Wales should be constructed on a different gauge from those in Victoria and South Australia; a course which would perpetuate in Australia those evils which have been so apparent in this country from a break of gauge.

The history of the gauge question in Australia is as follows:

In 1846 the Colonial Office recommended that in the event of railways being constructed in Australia a gauge of 4 ft. 8½ in. should be adopted. In 1848, in consequence of some projects for railways having been brought forward, Lord Grey, the then Colonial Minister, applied to the late Board of Commissioners of Railways to state what, in their opinion, would be the most advantageous gauge for Australia. The Commissioners, for certain reasons which are quoted in the Appendix, reported in favour of the 4 ft. 8½ inch gauge, and Lord Grey consequently urged upon the Australian colonies the adoption of that gauge.

The Sydney Railway Company, however, in 1850 considered that the gauge of 5 ft. 3 in. (viz., the Irish gauge) would be preferable, and they urged upon Sir C. Fitzroy, the Governor-General of New South Wales, the expediency of allowing that gauge to be the gauge of the colony, alleging that the circumstances were altered in many respects since the report of the Commissioners of Railways was made in 1848; and showing that as the Sidney Railway would be the first line constructed in Australia, a timely notification to the other Australian colonies of the adoption of this gauge would prevent a break of gauge. Lord Grey, after obtaining the concurrence of the late Board of Commissioners of Railways in consequence of the altered circumstances before mentioned, informed the Governor-General that Her Majesty's Government would not object to the gauge of 5 ft. 3 in.; and in 1852 an Act was passed by the legislature of New South Wales, enacting that the gauge of all railways in that colony should be 5 ft. 3 in. This Act received the Royal Assent, and was communicated to the colonies of Victoria and South Australia.

In these latter colonies Railway Companies have been formed, who upon the faith of this enactment have adopted the gauge of 5 ft. 3 in.

In 1853 the Sydney Railway Company appear to have changed their engineer, and to have altered their views upon the subject of gauge; and the legislature of New South Wales passed an Act repealing the former Act, and establishing a gauge of 4 ft. 8½ in. as the gauge of the colony.

Upon this subject being brought before your Lordships by Sir G. Grey, your Lordships urged very strongly the desirableness of causing an uniform gauge to be adopted in the Australian colonies.

The papers relating to the consideration of this question will be found in the Appendix, No. 85.

I have the honour to be,
My Lords,
Your most obedient Servant,
DOUGLAS GALTON,
Captain Royal Engineers.

The Lords of the Committee of Privy Council for Trade and Foreign Plantations.

APPENDIX.

APPENDIX.

APPENDIX.

REPORTS OF INSPECTIONS.

New Lines of Railway of which the opening was postponed in consequence of the incompleteness of the works or working arrangements.

Appendix No 1.

DUNDALK AND ENNISKILLEN RAILWAY.

Office of Committee of Privy Council for Trade,
Whitehall, June 17, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the single line of rails on the portion of the Dundalk and Enniskillen Railway, extending from Castleblayney to Ballybay.

Upon consideration of that report, my Lords direct the Dundalk and Enniskillen Railway Company to postpone the opening of the said portion of railway for the public conveyance of passengers for a period of one calendar month from this date.

I have, &c.

The Secretary of the
Dundalk and Enniskillen Railway Company.

James Booth.

Sir,

June 15, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected an extension of a single line of rails of the Dundalk and Enniskillen Railway from Castleblayney to Ballybay, a distance of 6 miles 72 chains.

I found the permanent way well laid, and the bridges and other works in connexion with it completed, and of sufficient strength.

There have been many alterations made in the gradients, much exceeding the parliamentary limits.

The line I found to be without any telegraphic communication whatever, either on the old part or new, and the working of the traffic to and fro has not been confined to one engine.

As with the increased mileage and the opening of the railway into an important town, there is every reason to anticipate a considerable increase in the traffic, it is an important consideration, as regards safety, how that traffic is *now* to be worked. As the secretary of the railway is absent in London, and there was no one to guarantee to me that the single line would be worked under such restrictions as would, in the absence of all telegraphic communication, render the danger arising from collision in working over a single line of some extent very remote, I must report that, owing to the incompleteness of the works, I am of opinion the line between Castleblayney and Ballybay cannot be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

George Wynne,
Captain Royal Engineers.

Dundalk and Enniskillen Railway, Secretary's Office,
Dundalk, July 8, 1854.

Sir,

I have to acknowledge receipt of your letter dated 6th inst. and its enclosures, which I submitted to the Directors at their Board meeting held this day. In pursuance thereof, the Directors have altered their time table according to the enclosed copy, and authorize me to undertake for them what you require, viz., "that two engines shall not be on the line at the same time proceeding in contrary directions;" this will be verified by the table which despatches the up and down trains at distinct intervals.

Having, it is hoped, now fully complied with your requirements, the Directors have given notice of opening the line for passenger traffic on the 17th inst., and direct me to

Inspections.

Appendix No. 1.

Dundalk and Enniskillen Railway.

request you will be good enough to send the official order for permission to do so in time for that day.

I return my communication of the 1st inst. should it be required as a reference,

I have, &c.

Major Wynne, R.E.
Railway Department, Board of Trade, Whitehall.

Robt. Jackson,
Secretary.

Railway Department, Board of Trade,
Whitehall, July 11, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of their inspecting officer, relative to the opening of the portion of the Dundalk and Enniskillen Railway extending from Castleblayney to Ballybay, and to inform you that, upon the condition that the single line is worked in the manner therein specified, my Lords do not object to the same being opened for the public conveyance of passengers.

I am, &c.

The Secretary of the
Dundalk and Enniskillen Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

July 10, 1854.

I have received the annexed letter from the Secretary of the Dundalk and Enniskillen Railway, in which he undertakes on the part of the Directors of the Company that two engines shall not be on the line at the same time, proceeding in different directions. As the only objection I urged against the opening of the line is now removed, I beg to report that, in my opinion, the extension of the Dundalk and Enniskillen Railway from Castleblayney to Ballybay may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Dundalk and Enniskillen Railway, Secretary's Office,
Dundalk, July 13, 1854.

Sir,

I am this day in receipt of your communication and enclosure of the 11th instant, conveying the assent of my Lords the Committee of Privy Council for Trade, to opening the division of this Company's line between Castleblayney and Ballibay, on the conditions and in terms of Major Wynne's report to their Lordships of the 10th instant, which said conditions I hereby undertake for the Directors to have carried out.

I am, &c.

Captain D. Galton, R.E.
Railway Department, Board of Trade, Whitehall.

Robert Jackson,
Secretary.

Appendix No. 2.

Eastern Counties Railway.

Appendix No. 2.

EASTERN COUNTIES RAILWAY.

Railway Department, Board of Trade,
Whitehall, September 5, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report, which they have received from the officer appointed by them to inspect the East and West India Dock Branches of the Eastern Counties Railway.

Upon consideration of that report my Lords direct the Eastern Counties Railway Company to postpone the opening of the above-mentioned portions of railway for the period of one calendar month from this date.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Jas. Booth.

Railway Department, Board of Trade,
Whitehall, September 4, 1854.

Sir,

In obedience to instructions dated the 2d inst. I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the East and West India Dock Branches of the Eastern Counties Railway. I was accompanied by the Resident Engineer of the Eastern Counties Line along these lines.

The main line and branches in question are constructed with a double line of rails throughout, amounting to two miles, 51½ chains in length, in a satisfactory manner, with

the exception of the viaducts, which require to have the diagonal braces let into the piles, and the whole of the screw bolts carefully looked to and tightened, as there is considerable lateral movement caused by the passing of two engines over them; the flooring over the baulks requires to be closed and more carefully secured.

Boxes for the signal men at the junctions have not yet been fixed, although I was informed that they were quite ready and on their way.

No signal post has been erected at the Hackney Wick Junction of the main line with the North London Railway.

I have therefore to report that, in my opinion, the East and West India Dock branches of the Eastern Counties Railway cannot, from the incompleteness of the works, be opened without danger to the public using the same.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers, and Bt. Major.

Railway Department, Board of Trade,
Whitehall, October 4, 1854.

Sir,

In obedience to your instructions of the 25th ultimo, and with reference to my letter of the 4th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day re-inspected the East and West India Dock Branches of the Eastern Counties Railway, and am of opinion that these lines may now be opened for traffic with safety to the public using the same.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers and Bt. Major.

Railway Department, Board of Trade,
Whitehall, October 5, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to inform you that, having received a report from their inspecting officer of his re-inspection of the East and West India Dock Branches of the Eastern Counties Railway, they no longer object to the opening of the line in question for the purposes of public traffic.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Douglas Galton,
Captain Royal Engineers.

Appendix No. 3.

EASTERN UNION RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 5, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Harwich Branch of the Eastern Union Railway.

Upon consideration of that report, my Lords direct the Eastern Union Railway Company to postpone the opening of the line in question for the conveyance of passengers for one calendar month from this date.

I have, &c.

The Secretary of the
Eastern Union Railway Company.

Douglas Galton,
Captain Royal Engineers.

August 5, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected the Harwich Branch of the Eastern Union Railway, 10 miles 64 chains in length, and I have to report that the signal arrangements at the junction at Manningtree are insufficient, and the platform at Mistley Station is incomplete. I must therefore report that, owing to the insufficiency of the signals and the incompleteness of the platform, I am of opinion that the Harwich Branch of the Eastern Union Railway cannot be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Major Royal Engineers.

Inspections.

Appendix No. 3.

Eastern Union Railway.

Sir, *August* 21, 1854.

Having received a certificate from the engineer of the Harwich Branch Railway that the platform at Mistley is completed, and the signals arranged so as to give the most security to the junction, and likewise an undertaking, which I annex, from the gentleman in charge of the working arrangements, that the traffic over the line, which is single, will be worked with one engine only, I can now report, for the information of the Lords of the Committee of Privy Council for Trade, that the Harwich Branch from Manningtree to Harwich may be opened without danger to the public using the same.

I have to draw their Lordships' attention to that part of Mr. Church's letter, annexed, in which he says "until the telegraph is completed," and to suggest that the proposed mode of working the telegraph may be submitted for their Lordships' consideration before any alteration is made from working the line with one engine, as the public safety on a single line will much depend upon the manner in which the telegraphic service is performed.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

George Wynne, *Captain Royal Engineers.*

Eastern Counties Railway, Coaching Superintendent's Office, Bishopsgate Station, August 17, 1854.

Sir,

The line between Manningtree and Harwich will be worked with one engine in steam only, upon it at the same time, until the telegraph is completed, which will be effected this week.

I have, &c.

Major Wynne, R.E. Board of Trade, Whitehall.

A. S. Church.

Railway Department, Board of Trade, Whitehall, August 23, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a second report from the officer appointed by them to inspect the Harwich Branch of the Eastern Union Railway, and that they do not object to the line in question being opened as a single line, provided that it is worked by one engine only at the same time, and that such a mode of working is continued until the Company have submitted to my Lords the proposed plan for working it by means of the electric telegraph, and have obtained the approval of my Lords thereto.

I am, &c.

The Secretary of the Eastern Union Railway Company.

James Booth.

Eastern Counties Railway Office, Bishopsgate Station, London, August 25, 1854.

Sir,

Referring to your letter of the 23d inst., addressed to the Secretary of the Eastern Union Railway Company, on the subject of the opening of the Harwich Line, I beg to inform you that a letter has been forwarded to Major Wynne, to the effect that the line would be worked by one engine only at the same time until the proposed plan for working by telegraph came into operation; since which a further letter has been forwarded to Major Wynne, enclosing copy of the order issued as regards working it by telegraph.

I am, &c.

James Booth, Esq. Railway Department, Board of Trade.

J. Owen, *Secretary.*

Appendix No. 4.

Appendix No. 4.

East Lancashire Railway.

* East Lancashire Railway.

Railway Department, Board of Trade, Whitehall, December 22, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the station at Southport, and the portion of the East Lancashire Railway which connects that Railway with the Manchester and Southport Railway at Southport.

---

* See Appendix No. 15 for Manchester and Southport Inspection.

Upon consideration of that report, my Lords direct the East Lancashire Railway Company to postpone the opening, for the public conveyance of passengers, of the station and portion of line in question for a period of one calendar month from this date.

I am, &c.

The Secretary of the East Lancashire Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Sir, *Manchester, December* 19, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 16th instant, I have this day inspected the station at Southport, and the portion of the East Lancashire Railway which connects that station with the Manchester and Southport Railway.

This portion of the East Lancashire Railway is a single line, 26 chains in length, and has been constructed in the expectation of a traffic being carried on from other portions of the East Lancashire Railway, along the Manchester and Southport Railway, to the East Lancashire Station at Southport.

As the Manchester and Southport Railway is not yet opened, this portion of the East Lancashire Railway leads only to a line which cannot at present be used for passenger traffic, and I have therefore to report, that I am of opinion that the opening of the station at Southport, and the portion of the East Lancashire Railway which connects that station with the Manchester and Southport Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

In my report of this date on the subject of the Manchester and Southport Railway, I have alluded to the portion of the Lancashire and Yorkshire Railway communicating with the main line of the East Lancashire Railway near Burscough, and I have stated my reasons for believing, that, under present circumstances, it would be highly dangerous to the public, that the traffic of the Lancashire and Yorkshire, and the East Lancashire Railway Companies, should be separately conveyed over the Manchester and Southport Railway between Burscough and Southport. I think it right, here, also, to draw attention to this consideration, because I may have occasion hereafter to urge other reasons than those above alleged, for the postponement of the opening of the portion of the East Lancashire Railway at Southport to which this report more particularly refers; but it does not appear necessary to say more on the subject of that portion until its condition and prospects shall become more settled.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

East Lancashire Railway, Secretary's Department, Bury, Lancashire, January 12, 1855.

Sir,

Referring to my letter of the 15th ult., giving the second or ten days notice of the proposed opening of the station and connecting line at Southport, I have now to state that it is the desire of this company to withdraw that notice until the double line of rails is completed between Burscough and Southport, in pursuance of the arrangement recently entered into between the Lancashire and Yorkshire Railway Company and this company.

I have, &c.

James Booth, Esq. Railway Department, Board of Trade, Whitehall, London.

James Smithells, *Secretary.*

Appendix No. 5.

EAST SUFFOLK RAILWAY.

Sir, *November* 24, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer of his inspection of the East Suffolk Railway.

Upon consideration of that report, my Lords direct the East Suffolk Railway Company to postpone the opening of their railway, for the public conveyance of passengers, for the period of one calendar month from this date.

I have, &c.

The Secretary of the East Suffolk Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, November 20, 1854.

Sir,

I have the honour to inform you, for the information of the Lords of the Committee of Privy Council for Trade, that, in obedience to their instructions of the

INSPECTIONS.

Appendix No. 5.

East Suffolk Railway.

31st ultimo, I inspected, on the 14th instant, a portion of the East Suffolk Railway, extending from the junction with the Lowestoft Railway to near the town of Halesworth, a distance of 13 miles 62 chains; and I have to report, that the line is laid single throughout, with sidings at Aldeby, Beccles, and Halesworth, but without works of any magnitude, with the exception of one swing bridge, of a similar construction to others now open for traffic in the eastern counties; it appears to be sufficiently strong, to work very satisfactorily, and it has, I am informed, been very severely tested. The permanent way is in good order, but some little fencing remained to be completed, and some ballast was required in some places along the line. An additional auxiliary signal is to be erected, at my suggestion, at the south side of Weston Cross level crossing, in consequence of a sharp curve in the line at too short a distance from the gate to enable a train to be stopped before reaching it, when travelling at considerable speed.

There are no deviations beyond the limits sanctioned by the Acts of Parliament under which the railway has been constructed.

The line is to be worked by the Eastern Counties Railway Company, and, as there is no turntable, it is intended to use only tank engines.

Until the above mentioned requirements shall have been completed, I am of opinion that, owing to the incompleteness of the works, the line cannot be opened for traffic without danger to the public using the same.

I have, &c.

Captain Galton,
Royal Engineers, &c. &c.

W. YOLLAND,
Captain Royal Engineers, and Bt. Major.

Railway Department, Board of Trade,
Whitehall, November 25, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have this day received a further report from their inspecting officer, stating that the works specified in his former report as being unfinished have since been completed, and that the line may now be opened.

My Lords, therefore, direct me to state, that they no longer object to the East Suffolk Railway being opened for the public conveyance of passengers.

I am, &c.

The Secretary of the
East Suffolk Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
November 25, 1854.

SIR,

IN reference to my report of the 20th inst., I beg to forward the enclosed letter from the out-door superintendent of the Eastern Counties Railway, in which it is stated that the several requirements I had pointed out as necessary on the East Suffolk Railway have now been completed; and I am therefore of opinion, that there is now no impediment to the line being opened for public traffic.

I have, &c.

Captain Galton,
Royal Engineers, &c. &c.

W. YOLLAND,
Captain Royal Engineers, and Bt. Major.

Out-door Superintendent's Office, Bishopsgate Station,
London, November 23, 1854.

SIR,

I BEG to inform you that I went over the Halesworth line yesterday with our local superintendent of the Norfolk division, and take this opportunity to state that your suggestions relative to certain alterations have been carried out, and the necessary works completed.

I have, &c.

CHARLES CAPPER,
Out-door Superintendent.

Major Yolland,
Govt. Inspector of Railways,
Railway Department, Board of Trade.

Appendix No. 6.

Great North of Scotland Railway.

APPENDIX No. 6.

GREAT NORTH OF SCOTLAND RAILWAY.

Office of Committee of Privy Council for Trade,
Whitehall, September 8, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from the officer appointed by them to inspect the Great North of Scotland Railway between Kitty Brewster and Huntly.

Upon consideration of that report, my Lords direct the Great North of Scotland Railway Company to postpone the opening of the line in question, for the period of one calendar month from this date.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Great North of Scotland Railway Company.

Sir, *Aberdeen, September* 7, 1854.

In obedience to the instructions of the 2d instant, I yesterday inspected the Great North of Scotland Railway from Kitty Brewster to Huntly, a distance of 39 miles and 35 chains, and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the permanent way is in good order throughout, as a single line, with sidings at Kitty Brewster, Dyce, Kintore, Inverury, Insch, and Huntly; and that the bridges and viaducts are sufficiently strong and durably constructed.

The turntables at both extremities of the line are being erected, but not yet complete, so that the engines must be worked in one direction, with the tender foremost.

The platforms are incomplete at Buxburn, Dyce, Port Elphinston, Kinaldie, Buchanston, Oyne, and Wardhouse.

The signals are incomplete throughout the line; in some cases the posts have been erected, but they are not connected with the platforms or points, from whence they are intended to be worked as distant signals.

The public level crossings have gates that close both the rails and the road, but they are intended to be worked without signals, and should therefore be approached at a low speed, not exceeding 10 or 12 miles per hour.

Gates are wanting at two of the private level crossings, and some little fencing remains to be done; but the engineer to the line advises me that this can be completed by the end of the present week.

The electric telegraph has been completed for communication between Kitty Brewster, Kintore, Inverury, Insch, and Huntly.

In the construction of the line, two vertical deviations from the Parliamentary Plans have been made, beyond the limits sanctioned by the Act of Parliament: one occurring at 65 chains from Kitty Brewster, and the other at 36 miles 25 chains from Kitty Brewster, both with the consent of the proprietors, and after the required notice by advertisement in the public papers had been given; the first alteration improves the gradient, and the last does not injure it.

The engineer to the line anticipates that he will be enabled, in the course of the next ten days, to complete the greater part of the before-mentioned requirements; but until this be effected, and until the position of the rails at Kintore Station be changed, so as to place the carriages at a minimum distance of two feet from a wooden shed, and also until the position of a pair of shifting points for the passing place at Insch Station has been changed, I am of opinion that, by reason of the incompleteness of the works, the Great North of Scotland Railway cannot be opened for public traffic, without danger to the public using the same.

I am, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, September 15, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, having received a further report from the officer appointed by their Lordships to inspect the Great North of Scotland Railway, they no longer object to the line being opened for public traffic.

I am, &c.
James Booth.

The Secretary of the
Great North of Scotland Railway Company.

Sir, *September* 14, 1854.

With reference to my letter of the 7th instant, I now forward the certificate of the Company's engineer, showing the extent to which the several requirements mentioned in my report of inspection of the Great North of Scotland Railway have been completed, together with a letter from their manager and secretary, explaining the manner in which it is proposed to work their line, and enclosing copies of their regulations, and of their time tables.

I have now therefore the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in my opinion the opening of this railway for traffic will not be attended with danger to the public.

I have, &c.
W. Yolland,
Captain Royal Engineers and Bt. Major.

Captain Galton, R.E.
&c. &c.

INSPECTIONS.

Appendix No. 6.

Great North of Scotland Railway.

SIR, *Huntly, September* 11, 1854.

I BEG to certify that, since your examination of the Great North of Scotland Railway from Kitty Brewster to Huntly, the following works have been completed:

The large turntable at Kitty Brewster is now completed, and a small one at Huntly has been adapted for turning the engine, so that the engines do not require in any case to go tender foremost.

The platforms of all the stations are now complete for public traffic, except at Port Elphinstone, which is not to be a passenger station, and at Kinaldie, Buchanstone, and Wardhouse, which are not to be stopped at by the passenger trains until further notice to the Board of Trade.

The signals are all erected, but only some of them are connected with the platforms or points from whence they are intended to be worked, but I will on Wednesday be able to report that this is done.

The lodge boxes for the public level crossings have all been erected.

The gates at the two private crossings have been erected, and the fencing of the line and stations completed.

The position of the rails at Kintore station has been changed, so as to place the carriages at a minimum distance of at least two feet from the wooden shed there.

The shifting points for the passing place at Insch have not been yet altered in position, but they also will be altered on Wednesday; in fact, they would have been altered by this time, but I understood you to say that, if we put two points-men at that station until they were altered, it would sufficiently provide for the public safety.

The alteration of these switches, and the connection of the signals with the platforms and points, are then the only works pointed out by you in your report, which have not been completed, and these will be so on Wednesday first.

I have, &c.

Major Yolland, R.E. B. HALL BLYTH.
&c. &c. *M. Inst. C.E.*

SIR, *Offices*, 177, *Union Street, Aberdeen, September* 9, 1854.

AS manager and secretary of this railway, I beg to intimate that it is intended that the line, whilst it is only a single line, shall be so worked that only one engine shall be on each of the following divisions at a time, viz.; from Aberdeen to Kintore,
„ Kintore to Inverury,
„ Inverury to Insch,
and Insch to Huntly;
at all of which stations the telegraph is complete and in operation, and the line will be worked in connection therewith.

I farther intimate that instructions have been issued, that no engine shall approach any public level crossing at a greater speed than 12 miles an hour, until the signal that all is clear is seen.

I beg to enclose copy of the regulations of the Company's servants, and copy of the time tables.

I have, &c.

Major Yolland, R.E. ROBERT MILNE,
&c. &c. *General Manager and Secretary.*

SIR, *Aberdeen, September* 13, 1854.

I BEG now to certify, that since Monday, the date of my last certificate, the moveable points and passing place at Insch have been altered according to your instructions.

The signal posts at all the stations, including Port Elphinstone, have been connected with the point at platforms, from which they are to be worked.

I observe that my certificate of the 11th inst. is not distinct as to the use of the small turntable at Huntly; but to prevent mistakes I now certify, that since that date all the engines have run from both ends, engine foremost, and will continue so to do.

I have, &c.

Major Yolland, R.E. B. HALL BLYTH.
&c. &c.

Appendix No. 7.

Great Southern and Western of Ireland Railway.

APPENDIX No. 7.

GREAT SOUTHERN AND WESTERN OF IRELAND RAILWAY.

Railway Department, Board of Trade,
SIR, *Whitehall, September* 27, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer of his inspection of the Portarlington and Tullamore Branch of the Great Southern and Western of Ireland Railway.

Upon consideration of that Report, my Lords direct the Great Southern and Western of Ireland Railway Company to postpone the opening of the portion of railway in question for the period of one calendar month from this date.

I have, &c.

JAMES BOOTH.

The Secretary of the
Great Southern and Western of Ireland
Railway Company.

SIR, *Dublin, September* 25, 1854.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Portarlington and Tullamore Branch of the Great Southern and Western Railway (Ireland), 15 miles 18 chains in length; and I have to report that about half way between Portarlington and Tullamore, an iron bridge having partially given way, it has been found necessary to take down the arch and rebuild it, and the railway at this point is impassable. Although the arch will be finished in a few days, if nothing unforeseen happens, it prevents me from reporting the line as complete and fit for opening, and compels me to state that, owing to the incompleteness of the works and permanent way, I am of opinion that the branch between Portarlington and Tullamore cannot be opened without danger to the public using the same.

I am, &c.

GEO. WYNNE,
Major Royal Engineers

The Secretary of the
Railway Department, Board of Trade.

SIR, *Dublin, September* 29, 1854.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that, the engineer for the Portarlington and Tullamore Branch of the Great Southern and Western Railway (Ireland) having assured me that the bridge on the branch line, which was unfinished on the day I inspected the branch, and which compelled me to report the line as unfit to open, would be completed this day, I have to report that I have just re-inspected the line, and found the bridge referred to in my former report completed, the centres struck, and the line complete throughout its length. I can therefore state that in my opinion the branch line between Portarlington and Tullamore may now be opened without danger to the public using the same.

I am, &c.

GEO. WYNNE,
Major Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

The branch line being laid single, the Company propose working the traffic with one engine. I enclose an undertaking from the Secretary of the Company to that effect.

Great Southern and Western Railway, Secretary's Office,
SIR, *Kingsbridge Terminus, Dublin, September* 25, 1854.

WITH reference to the intended opening for public traffic of the Branch Railway from Portarlington to Tullamore, I beg to inform you that it is intended to work the same up and down with one engine.

I have, &c.

WM. TAYLOR.

Major Wynne, R.E.
&c. &c.

Railway Department, Board of Trade,
SIR, *Whitehall, October* 2, 1854.

THE Lords of the Committee of Privy Council for Trade having received a report from their inspecting officer stating that the branch line of the Great Southern and Western Railway between Portarlington and Tullamore has been completed, I am directed to inform you that their Lordships no longer object to its being opened for public traffic, provided that only one engine be allowed to move upon the line at one and the same time, so long as the line remains a single line.

I am, &c.

JAMES BOOTH.

The Secretary of the
Great Southern and Western Railway
Company of Ireland.

Appendix No. 8.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 29, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of the report which their Lordships have received from the officer appointed by them to inspect the Birmingham, Wolverhampton, and Dudley Railway.

Upon consideration of that report my Lords direct the Great Western Railway Company to postpone the opening of the line in question for the period of one calendar month from this date.

I am, &c.

The Secretary of the
Great Western Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, August 28, 1854.

Sir,

I have the honour to inform you that, in compliance with instructions contained in your letter of the 19th instant, I have inspected the Birmingham, Wolverhampton, and Dudley Railway. I passed over the line on Thursday with the intention of revisiting it on Tuesday, but on Friday a failure occurred in a wrought iron tubular bridge of 63 feet span, which carries the railway over the Winson turnpike road, at about two miles from Birmingham. The cause of this failure I have not yet ascertained, but when I have done so I propose to forward a special report upon the subject.

Under these circumstances I have to report that the opening of the Birmingham, Wolverhampton, and Dudley Railway will be attended with danger to the public by reason of the incompleteness of the works.

With respect to the portion of railway between the Oxford, Worcester and Wolverhampton Railway, and the Shrewsbury and Birmingham Railway, notice of opening of which was given at the same time, I have been desired by Mr. Brunel to postpone my inspection of it, as he states he cannot take any broad gauge engine with him at present, to enable me to test two iron bridges upon it.

I have, therefore, written to Mr. Saunders, the Secretary of the Great Western Railway, to request him to withdraw the notice for the present.

I am, &c.

J. Booth, Esq.
One of the Joint Secretaries of the Board of Trade.

Douglas Galton,
Captain Royal Engineers.

Great Western Railway, London Terminus,
Paddington, August 29, 1854.

Sir,

With reference to my letter to you of the 18th instant, I am desired by the Directors to acquaint you that, under the advice of Mr. Brunel, and in consequence of his representations to the Board, they do not intend to open the portions of line referred to in that letter, until after they shall have given another notice of ten days to the Board of Trade that the lines will be, in their opinion, safe for public traffic and ready for inspection.

I remain, &c.

Captain Galton, R.E.
Railway Department, Board of Trade.

Chas. A. Saunders,
Secretary.

Great Western Railway, London Terminus,
Paddington, October 27, 1854.

Sir,

I am desired by the Directors of this Company to acquaint you that, in their opinion, the portions of railway between Birmingham and Priestfield, and between Wolverhampton and the line lately belonging to the Shrewsbury and Birmingham Railway Company, near the Oxley Viaduct, will be sufficiently completed for inspection and for opening to the public after ten days from this date.

These portions of railway were the subject of a notice and correspondence in the month of August with your department, and I am to request that you will be good enough to acquaint Mr. Brunel on what day, after the 5th November, you will be prepared to inspect the railway.

I am, &c.

To Captain Galton, R.E.
Railway Department, Board of Trade.

Chas. A. Saunders,
Secretary.

INSPECTIONS.

Appendix No. 8.

Great Western Railway.

Railway Department, Board of Trade,
Whitehall, November 11, 1854.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed by their Lordships to inspect the Birmingham, Wolverhampton, and Dudley Railway, and the portion of railway termed the Great Western Junction Railway, which unites the Shrewsbury and Birmingham section of the Great Western Railway with the Oxford, Worcester, and Wolverhampton Railway, near Wolverhampton.

My Lords direct me to inform you that they do not object to these portions of railway being opened for public traffic; but they trust that the recommendation of the inspecting officer will receive the careful consideration of the Directors, and that all trains approaching Wolverhampton from Birmingham will be required to stop at the junction at Priestfield, before passing on to the Oxford, Worcester, and Wolverhampton Railway.

I am, &c.

The Secretary of the
Great Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, November 11, 1854.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from the report which they have received from the officer whom their Lordships had appointed to inspect the Birmingham, Wolverhampton, and Dudley Railway.

The inspecting officer states that he considers that the junction between that railway and the Oxford, Worcester, and Wolverhampton Railway at Priestfield, will, from its position, be peculiarly liable to accident, unless great care be observed by both Companies in working the traffic over it.

My Lords direct me, therefore, to request you to bring the subject, as soon as possible, under the consideration of the Directors, with a view to their adopting such measures as may be necessary for diminishing, as far as possible, the causes of danger.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, November 10, 1854.

SIR,

IN accordance with the instructions contained in your letter of the 7th instant, I have inspected the Birmingham, Wolverhampton, and Dudley Railway, between Birmingham and Wolverhampton, and the portion of line between the Wolverhampton Station and the junction with the Shrewsbury and Birmingham Railway.

Both these lines are laid on the mixed gauge, and adapted to the passage of broad and narrow gauge stock.

Since my inspection of the former of these portions of railway in August, the wrought iron bridges have been strengthened. I have carefully examined and calculated the strength of these altered bridges. The workmanship appears to be very good, and the strength sufficient.

The traffic on this line will, it is expected, be very considerable; and, with a view to enable the Company to meet its requirements without incurring the great risk which a mixed passenger and goods traffic entails, four lines of rails have been provided from Birmingham to Hockley, a distance of a mile and a half, of which two lines are to be devoted to passenger and two to goods traffic; and the goods departments of the stations are so arranged that the goods lines are separate from the passenger lines at the stations. From Birmingham to Hockley it is stated to be the intention of the Directors to work the line by means of the electric telegraph, and a telegraphic line has also been laid by which the other stations communicate with each other. The stations are all provided with signals which appear to be sufficient; but in this district, in damp weather, the air is so much obscured by the smoke from the adjacent furnaces, that the greatest care is necessary in working the traffic to prevent accidents; and inasmuch as the stations are at short intervals, I would suggest for the consideration of the Company whether it would not be better to work the line by means of the electric telegraph in the manner pointed out by the circular letter from this department of the 12th of August last.

The line joins the Oxford, Worcester, and Wolverhampton Railway at Priestfield. This junction occurs in a cutting; the lines are curved, and what little view there is is interrupted by bridges which pass over the railway, and the signalman states that he cannot from his box hear the whistle of approaching trains on account of the noise of adjacent furnaces. The junction, therefore, contains many elements of danger; it is situated at about a mile from Wolverhampton, and it appears to me that the best arrangement for protecting it would be for all trains approaching Wolverhampton on either line to be stopped there for the collection of tickets, and for a telegraphic wire to be laid between Priestfield and

Extract sent to the Oxford, Worcester, and Wolverhampton Railway Company.

Inspections.

Appendix No. 8.

Great Western Railway.

Extract sent to the Oxford, Worcester, and Wolverhampton Railway Compy.

Wolverhampton, and for no train to be passed on to this line until a signal shall have been received from the Wolverhampton Station that the line is clear. If the traffic were so great as to render it necessary, this distance might be divided into two parts, and each part be separately worked as before pointed out. At the present time, the Oxford, Worcester, and Wolverhampton Railway trains stop to collect tickets at the entrance of a tunnel, about half a mile from Wolverhampton Station; but there does not appear to be any reason why the proposed arrangements should not be substituted.

The Great Western Railway Company state that it is their intention to stop all their trains for the collection of tickets at this point; and under this arrangement I think that the traffic may be conducted with safety.

The junction line between the Oxford, Worcester, and Wolverhampton Railway, north of Wolverhampton, and the Shrewsbury and Birmingham Railway, appears to be fit for traffic, and the junctions complete and sufficiently protected by signals.

Under these circumstances, I am of opinion that both portions of railway before mentioned may be opened without danger to the public.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Douglas Galton,
Captain Royal Engineers.

Great Western Railway, London Terminus,
Paddington, November 13, 1854.

Sir,

I beg to acknowledge the receipt of your letter of the 11th inst., with the enclosure, both of which shall be laid, without delay, before the Board of Directors.

In the meantime, I beg to assure the Lords of the Committee that the Great Western trains shall be stopped in the manner recommended, before passing the junction at Priestfield, and every means adopted for working the lines with the least possible risk.

I shall be glad to know whether the Oxford, Worcester, and Wolverhampton Railway Company will arrange also to collect their tickets, as this Company proposes to do, before their trains reach the line at Priestfield, over which both trains are to pass to and from the common station at Wolverhampton.

I remain, &c.

Captain Galton, R.E.
&c. &c.

Chas. A. Saunders,
Secretary.

Railway Department, Board of Trade,
Whitehall, November 24, 1854.

Sir,

I am desired by the Lords of the Committee of Privy Council for Trade to transmit to you, in compliance with the request contained in your letter of the 13th inst., the enclosed copy of a communication which their Lordships have received from the Oxford, Worcester, and Wolverhampton Railway Company, relative to the working of the portion of that railway which extends from Priestfield Junction to Wolverhampton.

I am, &c.

The Secretary of the
Great Western Railway Company.

Douglas Galton,
Captain Royal Engineers.

Oxford, Worcester, & Wolverhampton Railway,
29, *Great George Street, Westminster, Nov.* 20, 1854.

Sir,

I have the honour to inform you that on the 15th instant I laid before the Directors of the above railway your letter dated the 11th instant with extract from the inspecting officer's report No. 3,320, as to the additional care requisite for the working of the portion of the line between Priestfield Junction and Wolverhampton upon its being used for the traffic of the Great Western Railway Company.

I am desired to state that the Directors of this Company will take steps for considering, jointly with the Great Western Directors, the suggestions of the Lords of the Committee of Privy Council for Trade, and for working the junction as carefully and effectively as possible. I am to add that, until the receipt of your communication, which I now acknowledge, my Directors were not aware of the Great Western Company having any intention of collecting the tickets elsewhere than at the platform, which has been mutually agreed upon, near the south face of the Wolverhampton Tunnel.

I have, &c.

To Captain Douglas Galton, R.E.
Railway Department, Board of Trade.

Noel Thos. Smith,
Secretary.

Appendix No. 9.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, October 24, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Radstock Branch of the Great Western (Wilts, Somerset, and Weymouth Section) Railway.

Upon consideration of that report, my Lords direct the Great Western Railway Company to postpone the opening of the said Branch for the public conveyance of passengers for a period of one calendar month from this date.

I have, &c.

The Secretary of the
Great Western Railway Company.

Jas. Booth.

Frome, October 23, 1854.

Sir,

In obedience to the instructions contained in your letter of the 19th instant, I have this day inspected the Radstock Branch of the Great Western Railway (Wilts, Somerset, and Weymouth), and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the whole of the permanent way on this line of about 8½ miles in length is laid with a single line of rails, and the works appear to be in good order throughout; but no arrangements have yet been made for working the line for passenger traffic at Radstock, as no station accommodation or platform for passengers has yet been provided, and the station is not yet entirely inclosed; some slight portions of fencing also require to be completed, and some policemen's boxes have to be placed at the public crossings, but I am informed that the fencing and the placing the policemen's boxes will be attended to without delay.

I learn also that there is no present intention to commence working the line for passenger traffic.

I am therefore of opinion, taking into consideration the incompleteness of the works, that this line cannot be opened for traffic without danger to the public using the same.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers and B'. Major.

Great Western Railway, London Terminus,
Paddington, November 17, 1854.

Sir,

I am desired to inform you that, as it is not the intention of the Directors of this Company at present to convey passengers over the Radstock Branch, it will be unnecessary to have it re-inspected until after further notice from this Board, which will be given in the form and time prescribed by the Act of Parliament.

I have, &c.

Captain Galton, R.E.
&c. &c.

Chas. Saunders,
Secretary.

Appendix No. 10.

HULL AND HOLDERNESS RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 19, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Hull and Holderness Railway.

Upon consideration of that report, my Lords direct the Hull and Holderness Railway Company to postpone the opening of the said railway for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Hull and Holderness Railway Company.

James Booth.

Inspections.

Appendix No. 10.

Hull and Holderness Railway.

Sir, *Hull, June* 17, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Hull and Holderness Railway, in compliance with the instructions contained in your letter of the 7th instant. I had, in the first instance, arranged to inspect this line on the 13th instant, but I delayed my inspection until this day, at the request of the chairman of the Company, who stated that the railway would not be completed on the 13th instant.

The Hull and Holderness Railway is a single line of 17 miles in length, extending from a junction with the Victoria Dock Branch Railway at Sudcoates, to Pattrington, and thence to Withernsea, where a large hotel is in course of construction, and where it is hoped that a watering place may be established, for the use of the inhabitants of Hull and its neighbourhood.

I observe a lateral deviation of about 2 chains, without the limits of deviation allowed in the Parliamentary plans, at 13 miles 4 chains from the fixed point.

The permanent way is laid with rails weighing 65lbs. to the lineal yard, upon sleepers 3 feet apart, fished at the joints, and with the joint chairs affixed to the rails and fishing pieces, by means of screw bolts. This latter measure appears likely to give additional steadiness to the joints; but a large number of the bolts have not yet been inserted, on account, as I understand, of the neglect of the manufacturer in not supplying them.

The works are remarkably light, on account of the flatness of the country; but, for the same reason, there are a great number of culverts for purposes of drainage, varying in size from 3 to 24 feet. The larger culverts appear to be substantial, but many of the smaller ones have sunk in the centre; and I would recommend that they should be carefully watched. I also drew attention to one culvert in which slight repairs were necessary. One of the drains is crossed by means of a pair of wrought iron girders, resting on brick abutments, and forming a span of 42′ 6″. The utmost deflection that I obtained from these girders, was ·03 of a foot, when a heavy goods engine was passed over it; and the deflection was, as might have been expected, lessened, when a tank engine was attached to the front of the goods engine. I have not yet, however, received drawings of this viaduct.

There is not any main signal for the Hull and Holderness Railway at the Sudcoates Junction, and a distant signal is required to the west of a siding called Mr. Hillyard's siding, as it is approached from that direction on a curve, and on a gradient descending at the rate of 1 in 150. For similar reasons, a distant signal is required to the west of the point where the railway crosses the Winstead turnpike road.

At Winstead, Pattrington, and Withernsea, the signal wires and levers are incomplete; and these posts, as well as all the other signal posts which have been erected along the line, require to be fitted with lamps. The signals are of a description which I have not before seen, consisting simply of an arm, painted red, which is bisected by the signal-post. The arm stands horizontally to show "danger," and obliquely to show "caution," and these are the only two signals which it is intended to exhibit. As each side of the arm balances the other side, the force required to work this signal, either at a station, or from a distance, is very much less than in the case of the ordinary semaphore.

I understand that the points leading to Mr. Hillyard's siding (above referred to) are to be kept locked, and that the key is to be placed in the charge of a signalman, who is to be appointed by the Company for the siding. Additional chock-blocks are required in several places along the line.

I beg to enclose a copy of the regulations by which it is proposed to work this railway.

It will be seen that, although two trains are to be allowed to work on the line at the same time, they are both to be under the control of one pilotman, whose duty it becomes, under certain circumstances, to leave the train which he is accompanying, in a siding, and to take the engine forward (or backward as the case may be), for the purpose of arriving in time to start a train from one of the terminal stations, which he is then to do, after having sent off the engine in which he arrived, to its train. He is to start this engine and train with verbal instructions, on a future occasion. I cannot but fear that this system might possibly lead to irregularities, and eventually to accidents; and I therefore should be glad to see more simple regulations substituted for those now enclosed, under which the railway, if it cannot be worked with one engine, should be worked by engines, each confined to a particular portion of the line, or with the assistance of two or more pilotmen each of whom should always remain on his own portion of the line, and without whom no train should pass over that portion.

For the reasons above stated, I am of opinion that the opening of the Hull and Holderness Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the H. W. Tyler,
Railway Department, Board of Trade. *Captain Royal Engineers.*

ORDERS FOR WORKING THE LINE.

To the Pointsmen at the Sudcoates Junction.

You are not to allow any train to move on to the Holderness line unless accompanied by a pilot-man, whose name will be given to you. Notice will also be given to you in

case of his being changed. You are not to deviate from this regulation on any account whatsoever.

Instructions to the Pilotman appointed for working the line.

You will be required to wear a red coat and a red cap, to signify that you are the person appointed as pilot-man, and your name will be given to the pointsmen and to all persons employed on the line.

The instructions given to the pointsmen at Sudcoates Junction are, that they are not to allow any train to move on to the Holderness line unless accompanied by you.

A time bill of the passenger trains will be furnished to you, and your duty will be to travel over this line with the various trains, so that you may be always at the station when it is necessary for a train to start.

In case of there being two trains to follow each other in the same direction, you must accompany the first train; and having dispatched it, you must wait for the second, and then proceed with it along the line to the other end; and until your arrival, no train can start from the opposite end.

In case the second train which you accompany should be a goods train, and you find by your time table that you cannot arrive with it in time to allow the passenger train to start, you must then make the engine of the goods train a pilot engine, and, leaving the goods train in one of the sidings at the nearest station, proceed yourself with the engine to the station, where you will be ready to accompany the passenger train; having first returned the goods engine to the station where its goods train is left, and there it must remain until you return, and the goods train must not move from there until instructions are given by you, the pilot, for it to do so.

In case the first train you dispatched from one end should be a goods train, you will, of course, wait, and accompany the succeeding passenger train; and in case the passenger train should overtake the goods train, your duty will be to remain with the goods train, and accompany it to its destination.

When an engine is disabled, and cannot proceed to its destination, you are to go immediately for another engine; and should the disabled engine be got right again before you return, it is not under any circumstances to proceed on the line until you are present.

By strictly adhering to these regulations, it will be impossible for two trains to meet each other in opposite directions.

You are requested to make a daily report as to how these regulations are working, stating which trains you accompany, with times of starting, and an immediate report of anything that may occur on the line.

You are not to allow more than two engines to be on the branch at one time, except when a train is heavy, and requires two engines, which must never be separated, and considered as only one.

By order,
HENRY JACOB,
Secretary and Manager.

SIR, *London, June* 22, 1854.

REFERRING to your letter of the 19th inst., enclosing a copy of Captain Tyler's report to the Lords of Committee of Privy Council for Trade, of his inspection of the Hull and Holderness Railway, and to our interview of this morning; I have now the honour to enclose for your consideration the reply of Mr. Cabry, the Company's engineer, to the remarks made by Captain Tyler, which appear to have induced the Board of Trade to decide to defer the opening of the line for one month.

As every arrangement has been made, public notices given, and the conveyance of Her Majesty's mail provided for, with the consequent withdrawal of the present means of public conveyance, I trust that our engineer's reply will satisfy their Lordships, that the line may and ought to be opened as already fixed, viz., on Tuesday the 27th inst., and thus prevent that very serious inconvenience to the public service, and loss to the Company, which will inevitably result by a single day's postponement of the Company's operations in the carriage of passengers.

If, however, their Lordships would prefer that Captain Tyler should, upon a further consideration, think it desirable to make a second inspection of the line, I shall be happy to meet that gentleman on Saturday, or any other early day he may name for that purpose.

I have, &c.

James Booth, Esq.
&c. &c.

ANTHONY BANNISTER,
Chairman.

GENTLEMEN, *London, June* 22, 1854.

HAVING received Captain Tyler's report to the Board of Trade, and noticed his remarks on the incompleteness of your line, I beg to report to you upon each of them.

In the first place, the "deviation" referred to is in accordance with the Act of Parliament, which Captain Tyler could not have been aware of.

The next is the want of bolts to complete the fishing of the joints. I beg to state that the joints, which are not fished, are secured in the usual way and are perfectly safe.

Inspections.

Appendix No. 10.

Hull and Holderness Railway.

The culverts referred to as having sunk in the centre are notwithstanding perfectly secure, yet in compliance with Captain Tyler's remark they shall be carefully attended to.

The repairs to the culverts particularly alluded to were made on the day of inspection.

I herewith forward the plans of girder bridge alluded to, and have no doubt whatever of its sufficiency. The main signal at Sudcoates Junction is now completed, and the distance signals at Mr. Hillyard's siding and Winstead turnpike road are now fixed in both directions.

The signal posts with levers and wires are complete with lamps on the whole length of the line.

The whole of the chock blocks required on the line are complete.

With respect to Captain Tyler's remarks on the regulations for working the line; they are precisely the same as those in use on the Hirst and Malton, and Malton and Driffield lines, which are found to work with perfect safety; yet I see no objection to an extra pilot-man being employed, when it is necessary to have more than one train on the line at one time.

I am, &c.

THOMAS CABRY.

To the Directors of the
Hull and Holderness Railway Company.

Railway Department, Board of Trade,
Whitehall, June 23, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received a further report from the officer appointed by their Lordships to inspect the Hull and Holderness Railway.

My Lords having considered that report, a copy of which I inclose, and the letters from the chairman and engineer of the Company, of the 22d instant, and upon the condition that the line shall be worked as stated in the communication from the Company, and in accordance with the report of the Inspecting Officer, desire me to acquaint you that they no longer object to the line being opened for the public conveyance of passengers.

I am, &c.

JAS. BOOTH.

The Secretary of the
Hull and Holderness Railway Company.

Railway Department, Board of Trade,
Whitehall, June 23, 1854.

SIR,

I HAVE the honour to return herewith the letter of the chairman of the Hull and Holderness Railway, together with its enclosure from the engineer of that railway, which was referred to me yesterday.

It appears by those letters that the requirements referred to in my report of the 17th inst. have now been satisfied, with the exception of the additional bolts to the fishing pieces of the joints of the permanent way; and for this latter reason, as well as because a portion of the line has been very recently laid down, I would recommend that trains should be restricted for the present to moderate speed.

I have now received the drawings of the bridge over the Holderness drain, and I beg to report that I am satisfied as to its strength.

I am happy to find that, in working the single line, the suggestions contained in my former report will be carried out, by the employment of two pilotmen, whenever it may be found necessary to work with more than one engine at a time, so that no engine will be allowed to pass over any portion of single line, unless accompanied by the pilotman belonging to that portion.

Under these circumstances, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the Hull and Holderness Railway may be opened without danger to the public using the same.

I have, &c.

H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

APPENDIX No. 11.

Appendix No. 11.

Leven Railway.

LEVEN RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 6, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the Officer appointed by their Lordships to inspect the portion of the Leven Railway extending from Thornton Junction to the town of Leven.

Upon consideration of that report my Lords direct the Leven Railway Company to postpone the opening of the said portion of railway for a period of one calendar month from this date.

I have, &c.

The Secretary of the Leven Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

Dundee, July 4, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the portion of the Leven Railway extending from Thornton Junction to the town of Leven, in compliance with the instructions contained in your letter of the 28th ultimo.

This portion of railway is about six miles in length, from the junction with the Edinburgh, Perth, and Dundee Railway at Thornton to the town of Leven; it is laid with a single line of rails, and the permanent way consists of double T rails, weighing 65 lbs. to the yard, in cast iron chairs, affixed by oak treenails to larch sleepers, which are placed four feet apart on the strait portion and three feet apart on the curves. I observe that additional ballast is still required on parts of the line, and that the treenails have not yet been inserted, in some places, on both sides of the chairs. I understand that the traffic is to be worked by a small engine, and at slow speed, but, even under these circumstances, I would beg to direct particular attention to the state of the treenails on the curves, the sharpest of which has a radius of 12 chains, as I think it is quite possible, that, in the course of traffic, the treenails may be found to be cut through between the sleepers and the bottom of the chairs. Should such be the case, I would recommend the use of spikes instead of treenails on the curves.

There are three viaducts to carry this railway over the river, each consisting of three openings of 50 feet span on the skew; these are all constructed in a similar manner, with trussed timber girders on masonry abutments and piers, and they appear, as well as one other viaduct, with three openings of 33 feet span each on the skew, and three other timber bridges of smaller spans, to be sufficiently substantial. A flying arch thrown over the railway near the Haugh Mills has sunk considerably at the spandrils, and some abutments are now being built, from which an arch of smaller span is, I am informed, to be turned.

At the Thornton Junction the platform requires to be finished, and the distant signal on the Leven Railway to be fixed. At the Cameron Bridge Station, the platforms are not complete, and a signal is required, as well as a distant signal in each direction; and at the Leven station, a signal and distant signal are required. Some additional fencing is wanted in different parts of the line.

The gates of a public road level crossing which occurs near the Cameron Bridge Station are constructed so as to fasten across the railway, and I have recommended that the means for fastening them across the road should be added.

For the above reasons, I am of opinion that the opening of the portion of the Leven Railway extending between Thornton Junction and the town of Leven, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I am informed that under the 43d clause of the Leven Railway Act of 1852, a contract has been entered into between the Edinburgh, Perth, and Dundee Railway Company and the Leven Railway Company, by which the former are to lease and work the Leven Railway, upon obtaining, as required by the Act, the approbation of their Lordships, and upon the completion of the works, and the construction of all conveniences necessary for the traffic, as well as upon obtaining a report from the officer appointed to inspect the line, of its being completely finished, and ready to be opened for traffic. As, however, this subject must be brought before their Lordships by the Companies interested, I do not think it necessary to do more at present than thus allude to it.

I have &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Sir, *Whitehall, August* 5, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a report from their Inspecting Officer of his inspection of the Leven Railway.

Their Lordships have considered that report, and desire me to inform you that they do not object to the line in question being opened for public traffic, provided it be worked in such a manner that only one engine be allowed on the line at one and the same time.

I am, &c.

The Secretary of the Leven Railway Company.

Douglas Galton,
Captain Royal Engineers.

INSPECTIONS.

Appendix No. 11.

Leven Railway.

Railway Department, Board of Trade,
Whitehall, August 5, 1854.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have re-inspected the Leven Railway, in compliance with the instructions contained in your letter of the 24th ultimo, and that, having found the requirements referred to in my letter of the 4th July completed, I am of opinion that this railway may be opened without danger to the public using the same.

I understand that the Leven Railway is to be worked, at all events in the first instance, by the Edinburgh, Perth, and Dundee Railway Company, whether the agreement between the two Companies referred to in my report of the 4th ultimo be ratified, or not.

I beg to enclose a letter from the secretary, stating that, in working the Leven Railway, only one engine will be allowed to be on the line at a time.

I have, &c.

Captain H. W. Tyler, R.E.
Railway Department, Board of Trade.

H. W. TYLER,
Captain Royal Engineers.

Leven Railway Company's Office,
Leven, August 3, 1854.

SIR,

As you request, I hereby state that, in working the Leven Railway, only one engine will be allowed on the line at a time.

I have, &c.

Captain H. W. Tyler, R.E.
Railway Department, Board of Trade.

AND. WILKIE,
Secretary.

Appendix No. 12.

London and South Western Railway.

APPENDIX No. 12.

LONDON AND SOUTH WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 22, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enlosed copy of a report which their Lordships have received from their Inspecting Officer of his inspection of the portion of the London and South Western Railway extending from Worting to Andover.

Upon consideration of that report my Lords direct the London and South Western Railway Company to postpone the opening of the said portion of railway for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.

The Secretary of the
London and South Western Railway.

JAMES BOOTH.

London, June 21, 1854.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the portion of the London and South Western Railway extending between Worting and Andover, in compliance with the instructions contained in your letter of the 14th instant.

This portion is 15 miles in length, from the junction with the main line of the London and South Western Railway, near Basingstoke, to the town of Andover; and it is intended to prolong it to Salisbury.

It is laid with a single line, but land has been purchased for a double line throughout, and many of the works were originally constructed for a double line. The rails are 16 feet in length, and weigh 80lbs. per lineal yard; the sleepers are of larch and Scotch fir, and are generally of small size, so much so, in some cases, that the chairs have not a full bearing upon them, even under the joints; they are placed at intervals of 3 feet 6 inches, when next to the joints, and, otherwise, at a distance from each other of 4 feet 6 inches; they do not appear to be of a shape well adapted for packing. The ballast is scanty in some parts, and is not of the best description, consisting altogether of chalk mixed with flints.

The embankments and cuttings are considerable, the former attaining in one case to 85 feet, and the latter to 52 feet. Some portions of some of the embankments have been formed for several years, but, in other embankments, the work is recent, and the surface of these latter (which are almost entirely composed of chalk) must be expected to sink considerably in the course of traffic. The slopes, also, will require, in places, to be improved, before the embankment can be considered as altogether in a satisfactory condition.

Having regard to all the circumstances above stated, I cannot but consider that there would be considerable risk if it were attempted to convey heavy traffic, at high speeds,

over this line; and I think that, at all events, until the embankments shall be well consolidated, the speed of trains should not be permitted to exceed 20 miles an hour.

There are 15 bridges under, and 19 bridges over the railway, constructed of brick and flint, of spans varying from 6 to 47 feet. In the case of one of the under bridges, situated at 3 miles and 28 chains from the fixed point, and under an embankment 62 feet in height, it was found necessary to renew a portion of the abutments about a month since, and the shape of the arch has suffered from the weight of the superincumbent chalk, and I would therefore recommend that it should be carefully watched. At the Wick bridge, situated at 11 miles 32 chains from the fixed point, and crossing over the line with three spans, of 30 feet on the square, and 31 feet 6 inches on the skew, the centres, though stated to have been eased, had not been removed, the arches having only just been turned; and the railway was made, for this reason, slightly to deviate from its proper line at this point: but, as regards the other bridges above alluded to, I believe them to be substantially constructed.

There are two bridges under the railway, composed of cast-iron flat girders upon brick abutments, all of the same pattern, the span being, in each case, 20 feet on the square, and 22 feet 6 inches on the skew. I estimate the breaking weight of each of these girders at 64·7 tons, in the case of a weight applied in the centre, and the distributed breaking weight for each bridge would therefore be 258·8 tons; which, considering the weight of the heaviest engines now employed on the London and South Western Railway, 28 tons, appears to be amply sufficient. As the greatest deflection that I obtained from any of these girders, by passing a tank engine over them, weighing 24 tons, did not amount to three-sixteenths of an inch, I have every reason to consider them to be sufficiently strong.

At the Worting Junction, I have recommended that the levers for working the points and signals shall be so arranged that they may all be on one side of the line, in order that the signalman may not be compelled to cross the line, as he would be at present, when it becomes necessary for him to work two of the levers. I have also requested that chock-blocks should be placed in the junction siding, and on all the other sidings throughout the line.

At Whitchurch Station, a distant signal is required in each direction; and at Andover Station, a distant signal and a small quantity of fencing are required.

I have not yet received a copy of the rules by which it is proposed to work this single line.

For the several reasons above stated, I am of opinion that the opening of the portion of the London and South Western Railway, extending between Worting and Andover, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 23, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received a further report of the officer appointed by their Lordships to inspect the portion of the London and South Western Railway extending from Worting to Andover.

My Lords having considered that report, and the certificate of the Company's engineer, stating that the requirements enumerated in the inspecting officer's first report have been completed, and also a letter from you stating that it is intended at present to run trains at a speed not exceeding 20 miles an hour, and that only one engine shall be at work on the single line at a time, desire me to acquaint you that on the condition of the portion of line in question being so worked, they do not object to its being opened for the public conveyance of passengers.

I am, &c.

The Secretary of the
London and South Western Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, June 23, 1854.

Sir,

In reference to my report of the 21st instant, on the subject of my inspection of the portion of the London and South Western Railway extending between Worting and Andover, I have now the honour to enclose a certificate, from the engineer of the line, of the completion of all the requirements therein enumerated; and also a letter from the secretary of the London and South Western Railway Company, stating that it is intended, at present, to run trains at a speed not exceeding 20 miles an hour, and that only one engine shall be at work on the single line at a time.

Inspections.

Appendix No. 12.

London and South Western Railway.

Under these conditions, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the portion of the London and South Western Railway extending from Worting to Andover, may be opened without danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler.
Captain Royal Engineers.

London and South Western Railway, Secretary's Office, York Road, June 23, 1854.

Sir,

I have this morning received from the Secretary to the Board of Trade, a copy of your report upon the branch line of this Company, between Basingstoke and Andover.

In regard to the completion of some of the works mentioned by you, I beg to refer to the letter addressed to you to-day by this Company's resident engineer.

In reference to your recommendation as to the speed of trains over the branch line, I beg to say that it is intended at present to run the trains at a speed not exceeding 20 miles an hour, and I am further to state that the regulation under which it is proposed to work the branch line is, that only one engine shall be at work upon it at one time.

The directors of this Company trust that the explanation thus afforded will enable you to make a second report.

I have, &c.

Captain Tyler, R.E. &c. &c.

L. Crombie,
Secretary.

Engineer's Office, Waterloo Station, June 23, 1854.

Sir,

I beg to report that, in accordance with the request which you made when inspecting the Basingstoke and Andover line on the 21st inst., the following works have since been executed: viz., the levers of the auxiliary signal and points at the Worting Junction have been removed from the down to the up line side; chock-blocks have been placed on the sidings at the Junction, the Whitchurch, and the Andover stations; auxiliary signals have been fixed on each side of the Whitchurch station, and on the east side of the Andover station; all the centres have been removed from the three arch bridge at Wick, and the road straightened.

The engine also has been engaged in taking ballast to those parts of the permanent way, where a sufficient quantity had not been laid at the time of your inspection.

I am, &c.

Captain H. W. Tyler, R.E. Board of Trade.

John Strapp.

P.S. The arches at Wick are in perfect order.

Appendix No. 13

Appendix No. 13.

Manchester, Sheffield, and Lincolnshire Railway.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Railway Department, Board of Trade, Whitehall, May 27, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of the report which their Lordships have received from their inspecting officer of his inspection of the Barnsley branch of the Manchester, Sheffield, and Lincolnshire Railway.

Upon consideration of that report, my Lords direct that the opening, for the purposes of public traffic, of the line in question be postponed for the period of one calendar month from this date.

I am, &c.

The Secretary of the Manchester, Sheffield, and Lincolnshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

Manchester, May 26, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Barnsley branch of the Manchester, Sheffield, and Lincolnshire Railway, in compliance with the instructions contained in your letter of the 22d instant.

This branch is 4 miles in length, and is to be laid as a single line throughout, with sidings at the stations, and at its junction with the Manchester, Sheffield, and Lincolnshire

Railway. The stations are to be two in number, Silkstone and Dodworth, the former being 2 miles, and the latter being 3 miles and 65 chains from the junction.

The line is laid with double T rails, 16 feet in length and weighing 75lbs. to the yard, with four intermediate sleepers under each rail,—those next to the joint being 2 feet 6 inches from the joint sleepers, and the remainder being 3′ 8″ apart. The sleepers are creosoted, and are of Memel timber, 9′ long, 9″ wide, and 4½″ deep. The joint chairs weigh 32lbs., and the intermediate chairs 22lbs. each. The ballast is of broken stones, 1′ 8″ in thickness.

A temporary junction only with the main line, has, as yet, been laid, the site of the permanent junction being in a cutting, from which a considerable quantity of rock requires yet to be taken, and the junction arrangements are altogether incomplete.

I had no opportunity of testing the bridges which have been constructed under the railway, because it was not considered safe to run an engine over the line, in consequence of a slip that had taken place, at the north end of a tunnel which occurs at a short distance from the junction.

This branch was altogether in so incomplete a state, that I propose to reserve any further remarks, which I may feel it my duty to make in regard to it, until after a subsequent inspection; and, under the circumstances above stated, I have the honour to report, that I am of opinion that the opening of the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Manchester, Sheffield, and Lincolnshire Railway,
Secretary's Office, Manchester, June 16, 1854.

Sir,

I have the honour to inform you that the directors of this Company are desirous of opening the Barnsley Branch (from Penistone to Dodworth) for public traffic on the 1st July next, and they will feel much obliged by your instructing the proper officer to make the necessary inspection, say in 10 days from this date. Captain Tyler has already made a preliminary inspection.

I am, &c.

James Booth, Esq.
&c. &c.

Thos. Ross,
Engineer.

Railway Department, Board of Trade,
Whitehall, June 24, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the Barnsley branch of the Manchester, Sheffield, and Lincolnshire Railway.

Upon consideration of that report, my Lords direct the Manchester, Sheffield, and Lincolnshire Railway Company to postpone the opening of the branch in question for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.

The Secretary of the
Manchester, Sheffield, and Lincolnshire Railway.

James Booth.

Retford, June 22, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day re-inspected the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway, in compliance with the instructions contained in your letter of the 16th instant.

I find that the permanent junction has now been laid, and that the necessary signals and distant signals have been supplied, and, with one exception, fixed. The ends of the tunnel are, as yet, in an incomplete state; and distant signals are required at the Silkstone and Dodworth Stations, the approach to both of them being on a heavy gradient.

The eastern abutment of a viaduct constructed of ashlar masonry, which occurs at 17 chains from the fixed point, has been pressed forward by the weight of the bank which it supports, and the adjoining pier has been thrown slightly out of the perpendicular. It had been thought necessary, previous to my last inspection of this branch, to prop this pier; but the props have now been removed, and the evil does not appear to have increased. I would recommend that this viaduct should be carefully watched.

At 16 chains from the fixed point, there is a bridge composed of 4 cast-iron girders, resting on masonry abutments; two girders being placed under each rail, and being bolted to each other through the webs of the girders, and through a baulk of timber, on which the rail is carried. This baulk rests, consequently, upon the bottom flanges of the girders.

INSPECTIONS.
Appendix No. 13.
Manchester, Sheffield, and Lincolnshire Railway.

The span is 35 feet on the square, and 41 feet 3 inches on the skew. I tested this bridge with two heavy goods engines, so placed that their chimneys came together, and that about 68 tons 14 cwt. were on the girders at one time, and I thus obtained deflections from the girders, varying from 0·78″ to 0·9″. On testing the bridge with only one of these engines, which is stated to weigh 35 tons 11 cwt., and, with its tender, 54 tons 12 cwt., I obtained as nearly as possible the same average deflection, 0·84″.

I estimate the breaking weight of each of these girders, if applied in the centre, at 29·75 tons, which would give 238 tons as the distributed breaking weight of the bridge. But I calculate six times the weight of an engine and tender, of the heaviest description employed on the Manchester, Sheffield, and Lincolnshire Railway, at 327 tons, and three times the weight of the girders and the superstructure supported by them, at 48 tons, making a total of 375 tons; and I thus find that 375 — 238 = 137 tons, represents the amount of strength in which the bridge would seem to be deficient, if the recommendations of the commissioners appointed to inquire into the application of iron to railway structures be adopted.

For the reasons above stated, I am of opinion that the opening of the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway would, by reason of the insufficiency and incompleteness of the works, be attended with danger to the public using the same.

I have, &c.
H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, June 30, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from the officer appointed by their Lordships to inspect the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway.

Upon consideration of that report, my Lords instruct me to say that they no longer object to the branch in question being opened for the public conveyance of passengers.

I am, &c.
JAMES BOOTH.

The Secretary of the
Manchester, Sheffield, and Lincolnshire
Railway Company.

Railway Department, Board of Trade,
Whitehall, June 30, 1854.

SIR,

IN reference to my report of the 22d instant, on the subject of my re-inspection of the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway, I beg to forward herewith, a letter which I received on my return to town this morning, from the consulting engineer of the Manchester, Sheffield, and Lincolnshire Railway Company.

I learn by this letter that a cast-iron column has been placed under each of the cast-iron girders of the bridge, which I remarked upon as being insufficient in strength, so as to reduce the span to 31 feet; and also that the other requirements to which I alluded have been completed. I therefore have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the Barnsley Branch of the Manchester, Sheffield, and Lincolnshire Railway may be opened without danger to the public using the same.

I have, &c.
H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

2, Queen's Square Place, Westminster,
June 28, 1854.

SIR,

I HAVE the pleasure to report to you that the works you require are now completed on this branch, viz.:—

1st. The distance signals at Silkstone and Dodworth Stations are fixed and ready for use.

2d. Both entrances to the tunnel are built,

3d. The intermediate supports to the cast-iron bridge over the turnpike-road have been fixed in the manner settled with yourself and Captain Galton.

I shall feel obliged by your report being made on the earliest day possible.

I am, &c.
JOHN FOWLER.

Captain Tyler, R.E.
&c. &c.

Appendix No. 14.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, December 9, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the portion of the Manchester, Sheffield, and Lincolnshire Railway, extending from the town of Grimsby to the Grimsby Docks.

Upon consideration of that report, my Lords direct the Manchester, Sheffield, and Lincolnshire Railway Company to postpone the opening of the said portion of railway for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.

The Secretary of the
Manchester, Sheffield, and Lincolnshire
Railway Company.

Douglas Galton,
Captain Royal Engineers.

London, December 7, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 1st inst., I have this day inspected the portion of the Manchester, Sheffield, and Lincolnshire Railway, extending from the town of Grimsby to the Grimsby Docks.

This branch contains a double line of rails, is about a mile and a half in length, and has been for some time in use for goods traffic; but it does not appear to be well adapted for passenger traffic, on account of the sharpness of the curves, the number of sidings communicating with it, and the number of facing points leading to those sidings.

The curves are in some cases, and for short distances, of only 8½ and 9½ chains radius, and the chairs are secured to the sleepers, which are at an average distance of 3′ 9″ apart, by means of treenails. It would, perhaps, be as well if iron spikes were substituted for the treenails on the curves, because treenails are, under such circumstances, liable to be cut through. All the sidings require to be furnished with chock-blocks, and these with locks and keys—the keys to be placed in the charge of the nearest station-master or signalman, or some equally responsible person. The facing points, which are six in number on the down line, and four on the up line, should either be kept locked, or should each be attended to, on the approach of a passenger train, by some man specially appointed for the purpose, and not liable to be called away to other duties when a train might be expected.

It would be better that the speed of passenger trains on this line should not exceed twelve miles an hour, even when the line is completed for passenger traffic, and when the above conditions are complied with.

At present, however, the branch is further incomplete, in the following respects:—

Station accommodation with platforms and signals are required at Cleethorpe, an intermediate station, and at the docks.

A distant signal is required, in each direction, from Holmes Street junction; and the level crossings near that junction should be properly fenced in and protected: accommodation for another man for working them should also be furnished.

A complete set of junction signals is wanted at East Marsh junction.

A distant signal is required from the Cleethorpe Road junction, for the line communicating with the north side of the docks. There is also a line from this junction leading to some coke ovens, which belong to a coking company: this line falls with a steep gradient, through facing points, to the up line of the branch, and appears, in its present state, to be very unsafe, as a means of communication with a passenger line.

A greater distance requires to be allowed between the carriages and the obstructions on portions of the line.

Under these circumstances, I have to report my opinion, that the opening of the portions of the Manchester, Sheffield, and Lincolnshire Railway extending between the town and docks of Grimsby would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 6, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships

Inspections.

Appendix No. 14.

Manchester, Sheffield, and Lincolnshire Railway.

to re-inspect the portion of the Manchester, Sheffield, and Lincolnshire Railway extending from the town of Grimsby to the Grimsby Docks.

Upon consideration of that report, my Lords direct the Manchester, Sheffield, and Lincolnshire Railway Company to postpone the opening of the said portion of railway for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.

The Secretary of the
Manchester, Sheffield, and Lincolnshire
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

Grimsby, January 4, 1855.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of yesterday, I have re-inspected the portion of the Manchester, Sheffield, and Lincolnshire Railway, extending from the town of Grimsby to the Grimsby Docks.

I find that this line is in much the same state as when I inspected it on the 7th ultimo, and that none of the requirements enumerated in my report of that date have been as yet satisfied; and I have therefore to report my opinion, that the opening of this portion of the Manchester, Sheffield, and Lincolnshire Railway for public traffic, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Manchester, Sheffield, and Lincolnshire Railway,
Sir, *Secretary's Office, Manchester, January* 30, 1855.

I am instructed to withdraw the notice given to the Lords of the Committee of Privy Council for Trade, of the opening of the Dock Line at Grimsby for the running of passenger trains, as the line is not yet ready for re-inspection by the Government officer; but when it is you shall be duly informed.

I have, &c.

Captain Galton, Royal Engineers,
&c. &c.

Edward Ross,
Secretary.

Appendix No. 15.

Appendix No. 15.

Manchester, and Southport Railway.

MANCHESTER AND SOUTHPORT RAILWAY.*

Railway Department, Board of Trade,
Sir, *Whitehall, December* 22, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the portion of the Manchester and Southport Railway which extends from Wigan to Southport, as well as a branch connecting the East Lancashire Railway with the Manchester and Southport Railway near Burscough.

Upon consideration of that report, my Lords direct the Manchester and Southport Railway Company to postpone the opening the said portions of railway, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Manchester and Southport Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

Manchester, December 19, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 14th instant, I have this day inspected the portion of the Manchester and Southport Railway extending from Wigan to Southport, as well as a branch connecting the East Lancashire and Manchester and Southport Railways near Burscough, which is stated by the engineer of the Lancashire and Yorkshire Railway to have been included in the notice of opening which was forwarded by the Lancashire and Yorkshire Railway Company to their Lordships on the 13th instant.

---

* *Note.*—See East Lancashire Inspection, Appendix No. 4.

This railway forms a single line between Wigan and Southport, about 17 miles in length, doubled at the extremities, and for 10 chains at Burscough,—the station at which a junction has been formed with the East Lancashire Railway, and which is 10 miles from Wigan. The whole of the works, however, with the exception of the ballasting, and the station platforms, have been prepared for a double line.

The permanent way is constructed with double T rails, weighing 70lbs. to the yard lineal, and measuring 18′ 6″ in length,—laid in cast-iron chairs, weighing 28lbs. at the joints, and 20lbs. elsewhere, and secured by oak trenails to transverse sleepers. The sleepers are creosoted, and placed, seven under each rail, at successive intervals of 2′ 4″, 2′ 8″, 2′ 8″, and 2′ 10″ from the joints. The bridge rail, on longitudinal sleepers, has been employed over the bridges and viaducts, and, though a little more ballast is still required, and the chairs are not yet secured to the sleepers on portions of the line, the permanent way is such as will, when completed, form a strong road: at the same time, it might perhaps be safer if the joints were fished, and if spikes—in lieu of trenails—were used at the curves, some of which are of 25 chains radius.

The bridges are 30 in number, 22 under, and 8 over the railway; of these. 12 under-bridges are composed of iron girders on masonry abutments, of spans varying from 9 to 28 feet, and 1 over-bridge is similarly constructed, with a span of 28 feet; but the remainder are of masonry—the spans varying from 12 to 28 feet.

There are also seven viaducts carrying the railway over rivers and canals; one, containing four openings, crossed by wrought iron girders, over spans of 40′ 6″ on the square, and 44′ 9″ on the skew; a second, containing four openings, crossed by wrought iron girders, over spans of 40′ on the square, and 55′ 9″ on the skew; and a third constructed with wrought iron girders of 10 feet span. The remainder are of masonry, of spans varying from 38 to 49 feet. Of these, I observe that the arch over the river Douglas has sunk in the centre, and, although I am informed that it has stood so since last winter, I am of opinion that it should be most carefully watched: but the remainder. as well as all the masonry bridges before referred to, appear to be substantially constructed. The iron girders of the bridges, as well as those of the viaducts, are, with the exception of a small opening of 16 feet, which is crossed by cast iron girders, of wrought iron. I am of opinion that the whole of these are sufficiently strong, both in regard to their strength according to calculation, and in respect to the deflections which they afforded.

I have to notice the following requirements on this line:—

The junction box near Wigan to be completed, and main junction signals to be added.

Main junction signals to be added at the junction near Southport.

Signals to be added to the public road level crossings at Chapel Lane, Hoscar Moss Road, Bispham Green Road, Rufford Road, Shaw's House Road, Crabtree Lane, Drummersdale Road, Wyke Cop Road, and Little London Road.

Signals to be fixed in each direction from the sand-hill siding near Southport.

Means to be supplied for keeping the points locked at the Appley Bridge Station, where a coal siding joins the main line. The key of these points to be placed under the charge of the station-master.

The ballast siding near Hoscar Moss to be shut up.

I must now beg to refer to the branch which has been formed near Burscough, for the purpose of connecting the main line of the East Lancashire Railway with the Manchester and Southport Railway. This branch forms, at present, only a single junction with the main double line of the East Lancashire Railway near Burscough, and, though a single line, is the only communication as yet formed, for conducting the traffic of the East Lancashire Railway from the main line near Burscough to the Manchester and Southport Railway, and along that line to Southport. The East Lancashire Railway Company have, however, obtained powers from Parliament for the construction of another branch into the Manchester and Southport Railway from their main line near Burscough.

The existing branch near Burscough has been constructed by the Lancashire and Yorkshire Railway Company, and that Company have applied to their Lordships for permission to open it, although it is intended for the use of the East Lancashire Railway Company; and I will now endeavour briefly to explain what appears, from the statements I have received from these two Companies, to be their position in regard to this branch and the Manchester and Southport Railway, as far as the question of public safety is concerned.

The Liverpool, Ormskirk, and Preston Railway fell into the hands of the East Lancashire Railway Company by the Act of 1846, and this line is the railway to which I have before alluded as the East Lancashire Railway near Burscough, where it crosses the Manchester and Southport Railway. The Manchester and Southport Railway is now the property of the Lancashire and Yorkshire Railway Company, and has been constructed by that Company, under an agreement with the East Lancashire Railway Company that the latter shall become joint owners with them of so much of the Manchester and Southport Railway as extends from the point where it crosses the East Lancashire Railway near Burscough, to Southport.

It appears from the statements of the East Lancashire Railway Company, that they expect, that, under the Act No. 17 of the last session, they will be entitled to become joint owners of the Manchester and Southport Railway as soon as it shall be opened for public traffic; and that they will have equal right with the Lancashire and Yorkshire Railway Company, to run their trains over the Manchester and Southport Railway, at any hours

INSPECTIONS.

Appendix No. 15.

Manchester and Southport Railway.

that may suit them, and without reference to the trains of the Lancashire and Yorkshire Railway Company. The East Lancashire Company also appear to consider, that, even if neither the branch connecting the two railways at Burscough, nor the branch leading to their station at Southport be opened for public traffic, they will still be entitled, under this Act, to run their trains on any portion of the line between Burscough and Southport.

The Lancashire and Yorkshire Railway Company, however, maintain, that, unless the branches leading to the East Lancashire Railway at Burscough, and the East Lancashire station at Southport are opened, that Company cannot make use of the Manchester and Southport Railway, and that they themselves are prepared to work the Manchester and Southport Railway safely.

Now it cannot be doubted that it would be highly dangerous to the safety of the public, that two independent and competing Companies—as are the Lancashire and Yorkshire, and East Lancashire Railway Companies—should, with equal rights, run independent trains, at such hours as might be convenient to each Company, over the single line of the Manchester and Southport Railway between Burscough and Southport, or even that the line should be opened whilst there exists the probability of an attempt on the part of these Companies to compete with each other on the single line.

The only remedy for this state of affairs, in the event of the Companies not coming to more satisfactory arrangements, would be the laying down of another line of rails on the Manchester and Southport Railway; and, on this account, as well as in reference to the requirements before detailed, I have to report, that I am of opinion that the opening of the Manchester and Southport Railway between Wigan and Southport, as well as that of the branch connecting that line with the East Lancashire Railway Company near Burscough, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.
H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade, Whitehall.

Manchester and Southport Railway, Secretary's Office,
Manchester, January 12, 1855.

SIR,

REFERRING to the notice of opening of the line of this company between Wigan and Southport already given, and to the reply of the Right Honourable the Lords of the Committee of Privy Council for Trade, under date of the 22d ult., directing that the same shall be postponed for a period of one calendar month from that date, I beg leave to state that inasmuch as preparations are making to meet the requirements of their Lordships, and as I propose to communicate further with you on the completion of the same, it will not be necessary to trouble the inspector appointed by their Lordships to visit the line again until I am in a position to do so.

I am, &c.
JOHN DUNSTAN, jun.,
Secretary.

The Secretary of the
Railway Department, Board of Trade, Whitehall.

Appendix No. 16.

Midland Railway.

APPENDIX No. 16.

MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 24, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to forward to you a copy of the report of the Officer appointed by their Lordships to inspect the portion of the Midland Railway between Gloucester and Stonehouse, and I am to inform you that, for the reasons therein specified, my Lords direct the opening of the portion of the Midland Railway between Gloucester and Stonehouse to be postponed for a period of one calendar month from this date.

I have, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Midland Railway Company.

February 23, 1854.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the Gloucester and Stonehouse Railway, 7½ miles in length; and I have to report that, within a mile of the city of Gloucester, several crossings of public roads on the level occur, besides a junction with the line leading to the Gloucester Docks, and a crossing of a tram-road on the level.

The signal arrangements for these crossings and the junction I found to be in an imperfect state, and I must therefore report that, owing to the incompleteness of the signal arrangements and works of the permanent way, the line from the Stonehouse Junction to the city of Gloucester cannot be opened without danger to the public using the same.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 25, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of the report of their Inspecting Officer of his inspection of the Gloucester and Stonehouse Branch of the Midland Railway, and to inform you that my Lords do not object to that portion of the line being opened for the purposes of public traffic.

I am at the same time to request you to call the particular attention of the directors to the remarks of the Inspecting Officer upon the precautions to be used in working the railway.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir, *March* 23, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday re-inspected the Gloucester and Stonehouse Junction Railway, belonging to the Midland Railway Company, and I have to report that I found the signal arrangements completed, and of as satisfactory a character as the circumstances of the line admit of; and I believe that as long as the signals are carefully worked, and that the drivers proceed with *extreme* caution over the first mile of railway out of Gloucester, the public may be conveyed with safety over the Gloucester and Stonehouse Junction Railway.

I am induced to give this qualified opinion of the line, because that, over the part I have indicated, safety is made to depend altogether upon the correct working of a complicated system of signalling, embracing about 14 signals on a length of somewhat less than 60 chains of railway. The necessity for this number of signals will be understood when I state that this length of the railway, which is curved, crosses on the level a tram road and five carriage roads, besides forming a junction with another line of rails. Strictly speaking, there are but two level crossings of public roads, but the city of Gloucester is extending itself out in the direction of the railway, and the land lying on the east side of the railway is laid out in building lots; two roads have been formed crossing the railway, a third is in progress, and there may be many more. These roads are, in the first instance, constructed by private individuals, but as the houses alongside of them are built, they become public ways and the property of the parish. The Company, I am informed, have no power to control the formation of these crossings, and they have done all in their power to render them safe.

The power (if it exists) of thus forming level crossings, which ultimately become public ways and great thoroughfares, requires in my opinion to be placed under some control, or it will otherwise become a serious element of danger, as has recently been found to be the case on the Western Valleys Railway.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

George Wynne,
Captain Royal Engineers.

Sir, *Secretary's Office, Derby, March* 27, 1854.

I beg to acknowledge the receipt of your letter of the 25th instant, enclosing a copy of the report of Captain Wynne of his inspection of the Gloucester and Stonehouse Branch of the Midland Railway, and stating that the Lords of the Committee of Privy Council for Trade do not object to that portion of the line being opened for the purposes of public traffic.

I will not fail to lay your letter and the copy of Captain Wynne's report before the directors.

I have, &c.

Captain Galton, R.E.
Railway Department, Board of Trade, Whitehall.

Joseph Sanders,
Secretary.

Inspections.

Appendix No. 17.

Monmouthshire Railway.

Appendix No. 17.

MONMOUTHSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 6, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the Officer appointed by their Lordships to inspect the portion of the Monmouthshire Railway extending from Pontypool to Blaenavon.

Upon consideration of that report, my Lords direct the Monmouthshire Railway and Canal Company to postpone the opening of the said portion of railway for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Monmouthshire Railway and Canal Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

July 5, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected an extension of the Newport and Pontypool Railway from Pontypool to Blaenavon, a distance of 6¼ miles.

There are two over bridges on the line having cast iron girders of a very singular construction. One of these I found propped up, to render it safe under a heavy load. The engineer of the line explained to me the mode in which he proposed to strengthen them. In their present condition I do not consider them safe under the loads they may have to support.

At Abersychan a mineral line runs direct into the main line with a descending incline of 1 in 42. I consider a junction of this kind extremely dangerous under all circumstances, and quite inadmissable on a passenger line; the only way, in my opinion, in which the junction can be rendered safe will be by running the mineral line into a siding, and making the siding communicate with the main line by means of a pair of back points. The railway is continued beyond Blaenavon as a mineral line, and rises with an inclination of 1 in 40. Just beyond the terminus there is a level crossing of a public road, and to protect the crossing, as well as the main line, I would recommend the construction across the line of buffer gates composed of whole timbers; and as a further prevention against waggons breaking loose, I would recommend the introduction of a pair of facing points, which should be weighted to stand open, by means of which any waggon breaking away would be turned off the line.

From the imperfect state of the works I have enumerated, I must report that, owing to the incompleteness of the permanent way and works, I am of opinion that the line between Pontypool and Blaenavon cannot be opened without danger to the public using the same.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Major Royal Engineers.

Monmouthshire Railway and Canal Company,
Chief Clerk's Office, Newport, July 28, 1854.

Sir,

Referring to your letter of the 25th instant, I am instructed to say that as the works required to be done between Pontypool and Blaenavon will not be completed before the 20th of August, I have to request that Major Wynne will postpone his inspection from the 1st proximo till that day.

I am, &c.

The Secretary of the
Railway Department of the Board of Trade.

Geo. Harrison.
Chief Clerk.

Railway Department, Board of Trade,
Whitehall, July 31, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 28th instant, requesting a postponement of the inspection of the portion of the Monmouthshire Railway between Pontypool and Blaenavon, and to inform you, that as the period of one month for which the opening of that portion of the railway was postponed will expire on the 6th August, my Lords are under the necessity of ordering a re-inspection of the same, and that if the necessary works are not completed at the time of inspection, it will be the duty of my Lords again to direct the opening of the railway to be postponed.

I have, &c.

The Secretary of the
Monmouthshire Railway and Canal Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 3, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the Officer appointed by their Lordships to inspect the Monmouthshire Railway from Pontypool to Blaenavon, and to inform you that, for the reasons therein stated, my Lords direct that the opening for the purposes of public traffic of that portion of the Monmouthshire Railway be postponed for a period of one calendar month from this date.

I am, &c.
Douglas Galton.
Captain Royal Engineers

The Secretary of the
Monmouthshire Canal and Railway Company.

Sir, *August* 1, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day re-inspected the Monmouthshire Railway from Pontypool to Blaenavon, and I have to state that the works I pointed out in my former report as being necessary at the junction of the Vartig incline, and for strengthening two over bridges, are as yet incomplete, and I must therefore report that in my opinion, owing to the incompleteness of the permanent way and works, the railway between Pontypool and Blaenavon cannot be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Major Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, September 1, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from the Officer appointed by them to re-inspect the Monmouthshire Railway between Pontypool and Blaenavon.

Upon consideration of that report, my Lords direct the Monmouthshire Railway and Canal Company to postpone the opening of the line in question for the further period of one calendar month from this date.

I am, &c.
James Booth.

The Secretary of the
Monmouthshire Railway and Canal Company.

Sir, *August* 25, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday re-inspected the railway between Pontypool and Blaenavon, and that I found the works which I reported on my two former inspections as being incomplete are not all yet finished. I must therefore state that, in my opinion, the line between Pontypool and Blaenavon cannot, owing to the incompleteness of the works and permanent way, be opened without danger to the public using the same.

I am, &c.
George Wynne,
Major R.E.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade.
Whitehall, October 2, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying extracts from the report which they have received from their inspecting officer, upon the portion of the Monmouthshire Railway between Blaenavon and Pontypool, and to inform you that my Lords no longer object to this portion of railway being opened for public traffic, provided that only one engine be allowed to move at one and the same time, upon the portion of single line between Blaenavon and the foot of the Vartig incline.

I am also to request you to call the attention of the Directors to the recommendation of the inspecting officer, relative to the means of avoiding a level crossing near the Vartig incline, and my Lords would be glad to learn what are the views of the Directors upon the subject.

I am, &c.
James Booth.

The Secretary of the
Monmouthshire Railway and Canal Company.

Inspections.

Appendix No. 17.

Monmouthshire Railway.

"I am of opinion that the opening of this line for traffic may now be sanctioned with safety to the public using the same, provided only one engine be permitted to be on that portion of the line which is single, extending from the foot of the Vartig incline to Blaenavon, at the one time, a distance of about four miles.

"I would, however, recommend for the consideration of the Company, as an additional precaution towards avoiding accidents, that the siding at the foot of the Vartig incline, into which the mineral traffic is conducted, be removed to the west side of the existing fence; by which means, and by diverting a small portion of parish road, and by making a new piece of road in lieu of it, a level crossing will be altogether done away with, by passing the parish road under the railway."

Appendix No. 18.

Newmarket Railway.

Appendix No. 18.

NEWMARKET RAILWAY.

Railway Department, Board of Trade,
Whitehall, March 16, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of the report of the officer appointed by their Lordships to inspect the portion of the Newmarket Railway which extends from Newmarket to Bury St. Edmunds.

Upon consideration of that report, my Lords direct the Newmarket Railway Company to postpone the opening of the portion of line referred to, for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Newmarket Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

March 14, 1854.

I have the honour to acquaint you for the information of the Lords of the Committee of Privy Council for Trade that I have inspected the extension of the Newmarket and Chesterford Railway from Newmarket to Bury St. Edmunds, being a distance of 14 miles 35 chains.

I found the permanent way of the line, which is single throughout, well laid, and the works in connexion therewith substantially constructed.

The electric telegraph is laid along the whole line.

The line being a single one, I consider that, for the safety of the public, it is necessary the traffic along it should either be conducted with one engine, that is to say, that there should not be more than one engine on it in steam at the same time, or that the electric telegraph should be used before the departure of any train from a station, to ascertain if the line in advance is clear; the Eastern Counties Railway Company, who are to work the line, having declined to accede to either of these proposals, I am under the necessity of giving it as my opinion, that owing to the inefficiency of the establishment for working the line, that the single line of railway from Newmarket to Bury St. Edmunds cannot be opened without danger to the public using the same.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne.
Captain Royal Engineers.

Secretary's Department, Newmarket Station,
March 24, 1854.

Sir,

I have the honour to acknowledge the receipt of your favour of the 16th instant, enclosing copy of the report of the Officer appointed by the Lords of the Committee of Privy Council for Trade, to inspect the portion of this railway which extends from Newmarket to Bury St. Edmunds, previously to its being opened for public traffic, which I will not fail to lay before the directors at their next board meeting, and obtain their instructions thereon.

I have, &c.

Captain Galton, R.E.
Railway Department, Board of Trade, Whitehall.

J. W. Brown,
Secretary.

Railway Department, Board of Trade,
Whitehall, April 4, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of the report of their Inspecting Officer upon the proposed mode of working the Bury Extension of the Newmarket Railway, the opening of which was

directed by their Lordships to be postponed, and to inform you that, under the circumstances stated therein, my Lords do not any longer object to the opening of the line in question for the purposes of public traffic.

I am, &c.

The Secretary of the Newmarket Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir, *April* 3, 1854.

On the other side is an undertaking from the Secretary of the Eastern Counties Railway, of the manner in which the Eastern Counties Company will work the Bury Extension of the Newmarket and Chesterford Railway.

As I believe the proposed mode of working will secure the public safety, I would beg to recommend that the restriction on the opening of the line may be withdrawn, and the permission of the Lords of the Committee of Privy Council be given to the opening of the extension from Newmarket to Bury St. Edmunds.

I have, &c.

The Secretary of the Railway Department, Board of Trade, Whitehall.

Geo. Wynne,
Captain Royal Engineers.

Bury Extension.

Eastern Counties Railway Office,
Sir, *Bishopsgate Station, London, March* 30, 1854.

This Railway will be worked by the aid of the electric telegraph, and a communication laid on at each of the intermediate stations.

With regard to the mode of working, it is proposed that no train shall leave a station until a message has been sent to and a reply received from the station in advance, that the line is clear.

I have, &c.

Captain Wynne, R.E.
Railway Department, Board of Trade.

J. Owen,
Secretary.

Appendix No. 19.

NORTH DEVON RAILWAY.

Railway Department, Board of Trade,
Sir, *Whitehall, July* 3, 1854.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the North Devon Railway between Crediton and Barnstaple.

Upon consideration of that report, my Lords direct the North Devon Railway Company to postpone the opening of the said portion of line for the period of one calendar month from this date.

I am also to acknowledge the receipt of your letter of the 1st instant, withdrawing that part of your former notices relating to the opening of the portion of line extending from Barnstaple to Fremington Pill.

I am, &c.

The Secretary of the North Devon Railway Company.

J. Emerson Tennent.

Railway Department, Board of Trade,
Sir, *Whitehall, June* 30, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the North Devon Railway from Crediton to Fremington Pill, in compliance with the instructions contained in your letter of the 20th instant.

This line is 34 miles and 66 chains in length; it was commenced some eight years since, but its completion had been hitherto postponed, principally in consequence of the disputed question as to the width of gauge.

The North Devon Railway has now been constructed with a gauge of seven feet between the rails, but with double T rails and transverse sleepers, the former weighing from 68 to 80 lbs. per lineal yard, and the latter being placed at intervals of 3′ 2″, excepting for seven miles, between Fremington Pill and Langham, where they are laid at distances of 4 feet from each other. I understand that it is not the intention of the Company to employ any but moderate speeds on this line: but I would recommend that particular attention should be paid, in this respect, to the working of that part of the

INSPECTIONS.

Appendix No. 19.

North Devon Railway.

line on which the sleepers are four feet apart. The sleepers are of Memel timber, and of large size.

The works over the line are generally light, and are in a satisfactory condition. The bridges and viaducts are 89 in number, varying in span from 8 feet to 83 feet 6 inches.

The principal bridge is constructed to carry the railway over the river Taw, near Barnstaple. It consists of three openings, the span of each measuring 51 feet on the square, and 83′ 6″ on the skew; and the permanent way is supported on timber baulks, resting on cast-iron arched girders. There are three girders to each opening, and the centre girder carries half the weight of the passing load: it is not stronger than the others, but I estimate the compression per square inch, to which it would be subjected by the heaviest load, added to its own weight, at not more than three and a quarter tons.

In testing this bridge with a weight of 150 tons, I obtained deflections in the centres of the girders varying from 0·24 to 0·36 inches; and a rise of the haunches of 0·06″, when the opposite half of the girders were weighted; also a rise of ·18 of an inch at the haunch, when the next arch was loaded, and ·24 at the centre under the same circumstances I may remark, however, that, although they carry more weight, I obtained less deflection from the centres of the middle girders than from the others, apparently in consequence of the increased lateral stiffness which the construction of the bridge gives them. The foundations of this bridge are composed of cast-iron cylinders, filled with concrete, both at the piers and the abutments. The cylinders have been sunk to various depths, and were weighted, when empty, with 150 tons each; and I have every reason to believe that, in this respect, as well as in all others, the bridge is sufficiently strong.

There are five bridges, composed of cast-iron straight girders, on masonry abutments and piers, some of them with three, and some with four openings. The spans of these vary from 17 to 30 feet. They all appear to be of ample dimensions, the distributed breaking weights, as I calculate them, being, in every case, upwards of nine times the passing load, added to three times the weight of the girder. The deflections also were small, not exceeding $\frac{1}{4}$″ in the longer girders, under the heaviest moving weights that could be put upon them. I therefore believe these bridges to be amply strong enough, and I am of the same opinion in regard to all the other bridges on the line, which are constructed, generally, with timber tops on masonry abutments, but, in some cases, on piles.

In the above statement, I have not alluded to any of the works between Barnstaple and Fremington Pill. I found that it was not intended to open this portion of the line for public traffic, until the completion of the railway between Fremington and Bideford, which is now in progress, and that, consequently, no station arrangements had been prepared at Fremington; and I have therefore obtained from the secretary the enclosed letter, withdrawing the notice of opening already forwarded, in so far as it relates to that portion.

The North Devon Railway being a single line, and having the electric telegraph laid down throughout, it appears to be only necessary, in order to provide against the possibility of collision, to take care that no two trains shall, under any circumstances, be permitted to be on any portion of line between any two working telegraph stations, at the same time; and I beg to enclose a certificate from the secretary, stating that this mode of working will be adopted.

The signals at the stations are, at present, placed one at each end of the station sidings, and I have recommended that, instead of erecting two signals so near to each other,—a plan which would render it necessary to have also additional signals at a greater distance, to be used as auxiliary signals—there should be placed, at each station, a main signal showing signals in each direction, as well as an auxiliary signal in each direction, at 500 or 600 yards' distance, according to circumstances, to be worked by means of wires by the signalman at the station signal. I would beg to recommend that similar arrangements be adopted in reference to a siding which is to be used for goods, at a point where there is not any station for passengers, and that chockblocks be added to the sidings at the Barnstaple station.

Until these arrangements shall have been completed, I am obliged to report that I am of opinion, that the opening of the North Devon Railway, between Crediton and Barnstaple, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.
H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

North Devon Railway and Dock Company,
26, Gresham Street, London, July 1, 1854.

SIR,

I HEREBY certify, that it is not the intention of the Company, or their lessee (Mr. Brassey), to permit two trains to be on the line between two telegraph stations at the same time.

I have, &c.
GEO. HENRY HARRIS,
Secretary.

The Secretary of the
Railway Department, Board of Trade.

North Devon Railway and Dock Company,
26, Gresham Street, London, July 1, 1854.

Sir,

Referring to the notices given to the Lords of the Committee of Her Majesty's Privy Council for Trade, under date the 21st March, and 17th June last, as to the proposed opening of the North Devon Railway, I hereby beg to withdraw the application for that part of the line extending from Barnstaple to Fremington Pill; and to state, for the information of their Lordships, that it is not the Company's intention at present to open the line for passenger traffic beyond Barnstaple.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Henry Harris,
Secretary.

Railway Department, Board of Trade,
Whitehall, July 26, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that their Lordships no longer object to the North Devon Railway from Crediton to Barnstaple being opened as a single line for the purposes of public traffic, provided that it be worked by the electric telegraph in such a manner that only one engine shall be allowed to be at one and the same time between any two telegraphic stations.

I have, &c.

The Secretary of the
North Devon Railway and Dock Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 26, 1854.

Sir,

In reference to my report of the 30th ultimo, on the subject of my inspection of the North Devon Railway, I beg to enclose a certificate from the engineer of the line, stating that the requirements therein referred to have been completed; and I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the North Devon Railway, between Crediton and Barnstaple, may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

North Devon Railway, Engineer's Office,
Crediton, July 25, 1854.

Dear Sir,

I beg to report to you that the distant signals named in your report of the 30th ult., as necessary to be adopted on this line, are all fixed in place, excepting only at Lapford and Portsmouth Arms, neither of which for the present are to be opened for traffic. In these two cases (which I mentioned to you when last I had the pleasure of seeing you in London) I guarantee that the auxiliaries shall be fixed and duly reported to you before these places are used for traffic.

The chockblocks are also laid down at the Barnstaple station.

I shall feel obliged if you will obtain for us the necessary certificate to open to-morrow, if possible, as we must give some notices in the papers, which should appear on Thursday or Friday at latest.

I shall be in London to-morrow at 26, Gresham Street, the Company's offices, and Osborne's Hotel, Adelphi, Adam Street, until 4 p.m., and if I can possibly find time will call on you at the Board of Trade.

Your drawings are in hand, and shall be duly forwarded with the particulars of Pill bridge.

I am, &c.

Captain Tyler, R.E.
&c. &c.

W. R. Neale.

North Devon Railway and Dock Company,
26, Gresham Street, London, July 31, 1854.

Sir,

I have to acknowledge the receipt of your letter of the 26th inst., in which you inform me "that the Lords of the Committe of Privy Council for Trade no longer object "to the North Devon Railway from Crediton to Barnstaple being opened as a single line "for the purposes of public traffic, provided that it be worked by the electric telegraph in "such a manner that only one engine shall be allowed to be at one and the same time "between any two telegraphic stations." In reply I beg to acquaint you that the stipulation required will be adhered to, and that it is proposed to open the line for public traffic on Tuesday the 1st proximo.

Absence from town has prevented my earlier attention to your communication.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Henry Harris,
Secretary.

Inspections.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

Appendix No. 20.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.*

Oxford, Worcester, and Wolverhampton Railway.
29, Great George Street, Westminster, March 9, 1854.

Sir,

I am desired by the Directors of this Company to state that it is their intention to submit to the Lords of the Committee of Privy Council for Trade a written statement, as suggested by the Right Honourable the President, at the interview with which the Directors were honoured on Friday last; but that they purpose to defer submitting their statement for a few days, when the motion of Her Majesty's Attorney-General for an injunction will have been disposed of.

I have, &c.
Noel Thos. Smith,
Secretary.

James Booth, Esq.
&c. &c.

Railway Department, Board of Trade,
Whitehall, March 11, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the second line of rails on the portion of the Oxford, Worcester, and Wolverhampton Railway, extending from Honeybourne to Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the second line of rails referred to, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.
James Booth,

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Railway Department, Board of Trade,
Whitehall, March 10, 1854.

Sir,

I have the honour to inform you that, in compliance with the instructions of the Lords of the Committee of Privy Council for Trade, conveyed to me in your letter of the 7th instant, I proceeded to Honeybourne to re-inspect the portion of the second or up line of rails between Honeybourne and Evesham, the opening of which was directed by their Lordships to be postponed for a period of one calendar month from the 13th ultimo.

I have to report that this line has not yet been completed upon the mixed gauge. As I have before stated, the first line or down line of rails is a complete line upon the mixed gauge, and the Oxford, Worcester, and Wolverhampton Railway Company received their Lordships permission to open that line as a mixed gauge single line in June last, it being an understanding that the single line was to be worked under certain regulations, which were framed so as to preclude the possibility of two engines or trains meeting on the single line when approaching in opposite directions. These regulations were that one particular man should accompany every engine and train that moved over the single line.

The only use of laying a double line is to enable the Railway Company to dispense with these regulations, and to have the power of sending trains in either direction without the necessity of the pilotman being upon every engine or train, so as to accommodate a more frequent traffic or a more convenient arrangement of trains.

The above-mentioned conditions (or other very similar ones), under which it is essential for safety that a single line should be worked, and the fact that the use of a double line is to dispense with these conditions, renders it inconsistent with safety for a *mixed gauge* line to be open as a single *mixed gauge* line, and as a double line upon one of the gauges; and, inasmuch as after a line has once been allowed by their Lordships to be opened for traffic, my Lords no longer possess any power of making conditions with the Company, as to the terms upon which they would allow of such opening, I have to report that, in my opinion, the opening of the second line of rails of the Oxford, Worcester, and Wolverhampton Railway between Evesham and Honeybourne, would be attended with danger to the public using the same by reason of the incompleteness of the permanent way.

I have, &c.
Douglas Galton,
Captain Royal Engineers.

James Booth, Esq.
&c. &c.

Treasury, March 11, 1854.

Sir,

I beg to acquaint you that an application was this day made to the Master of the Rolls for an injunction against the Oxford, Worcester, and Wolverhampton Railway

* See also Appendix No. 71, relative to the question of the double gauge on this railway.

Company, which was granted in the terms of the notice: but the injunction is not to come into operation until Saturday next, and the Attorney-General is to undertake to sue the Company for the penalties in a court of law.

I am, &c.

James Booth, Esq., &c. &c.
Board of Trade.

H. R. Reynolds.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, March 11, 1854.

Sir,

In consequence of the decision of the Master of the Rolls, this day given, I am instructed to apply, through you, for an appointment from the Right Honourable the Lords of the Committee of Privy Council for Trade to receive a deputation from the Oxford, Worcester, and Wolverhampton Railway Directors.

As the Board of Directors will meet on Wednesday next at one, it will be a great connience if the Lords of the Committee can appoint that day, at any hour not earlier than three p.m., to receive the deputation.

I am, &c.

James Booth, Esq.
&c. &c.

Noel Thos. Smith,
Secretary.

Railway Department, Board of Trade,
Whitehall, March 13, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 11th instant, requesting an interview for a deputation of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company, and to inform you that their Lordships will receive the deputation on Thursday the 16th instant, at two o'clock,

I have, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, March 16, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to forward to you the enclosed copy of a Minute they have received from the Oxford, Worcester, and Wolverhampton Railway Company, and to request that you will forward any observations which the Directors of the Great Western Railway Company may have to offer thereon, by to-morrow if possible.

I am, &c.

The Secretary of the
Great Western Railway Company.

Douglas Galton,
Captain Royal Engineers.

Minute.

As the Directors of the Oxford, Worcester, and Wolverhampton Railway Company may find themselves compelled to adopt a course involving serious responsibility not only towards their own Company, but to the general public, they deem it prudent to place upon record the circumstances which have led to their present position, and to the efforts made by them to avoid the apprehended difficulty.

The Directors were convinced that the report upon which the Board of Trade issued their prohibition to the opening of the second line of rails between Evesham and Honeybourne was based upon a misapprehension of the law, and an erroneous hypothesis deduced from the facts of the case; and that they were warranted in using the second line between those points by the previous sanction of the Board to open the whole line from Evesham to Wolvercot.

They nevertheless would have been disposed to acquiesce in that prohibition, and incur the outlay for the second line of broad gauge rails, however uncalled for in their judgment, by the Oxford, Worcester, and Wolverhampton Railway Acts, and by the decision of the late Vice Chancellor Parker, in reference thereto, or however wanton such outlay might have proved in its ultimate utility, rather than have assumed an attitude even in appearance contumacious towards one of the Departments of Her Majesty's Government. They were, however, precluded from meeting the requirements involved in Captain Galton's report, by the absence of the necessary pecuniary means, unless they diverted the funds at their disposal from purposes far more essential and urgent for the accommodation of the public.

Under these circumstances, and pressed by the call for additional accommodation of the increasing traffic of the district, which could only be afforded by the use of the five miles in question, they thought themselves justified in pursuing the course they did, and which they trusted would have been regarded by the Board of Trade in its true light, and that

INSPECTIONS.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

that Department would have been content to allow the public to be accommodated under the prohibition which enabled them at any moment to enforce their regulations.

The Board of Trade, however, have deemed it incumbent on them to vindicate their view of the law, and a Court of competent jurisdiction has decided, wholly irrespective of the validity of Captain Galton's report, or of any inconvenience consequent thereupon to the public, that the Company cannot, contrary to the prohibition of the Board, legally continue to use the second line of rails for passenger traffic between Evesham and Honeybourne.

It only remains, therefore, for the Directors to close that line for passenger traffic pending the proceedings suggested by the Master of the Rolls to try the validity of Captain Galton's report, unless the Board of Trade, moved by their consideration of the injury which would result to the Company, and the inconvenience which would ensue to the public from the closing of the second line of rails, should, in accordance with the opinions of Messrs. Hawkshaw and Cubitt, and for the greater safety of the public, allow the line between Evesham and Honeybourne to be used for passenger trains as a double line on the narrow gauge so long, and so long only, as the railway between those points is not used as a single line on the broad gauge; and let the injunction be issued in terms wide enough to secure the compliance with such restrictions as the Board of Trade may lay down for the safety of the public, whenever, either by agreement or otherwise, the line is used as a broad gauge line, but let its operation be suspended until such event occurs, and the Oxford, Worcester, and Wolverhampton Railway Company do not comply with the regulations of the Board of Trade.

GEORGE RUSHOUT,
Chairman.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, March 1, 1854.

SIR,

I HAVE the honour to enclose herewith a time table in triplicate, for the approval of the Lords of the Privy Council for Trade, as regards the cheap trains proposed to be run upon this railway between Oxford and Dudley from this date, and for remission of the duty on the fares of third class passengers.

I am, &c.
WM. T. ADCOCK,
Traffic Manager.

Captain Simmons, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, March 4, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of Mr. Adcock's letter of the 1st instant, enclosing time tables as regards the cheap trains proposed to be run on the Oxford, Worcester, and Wolverhampton Railway between Oxford and Dudley, and in reply I am to inform you that it appears to my Lords that they cannot with propriety signify to the Board of Inland Revenue their approval of trains that are run on a line the opening of a part of which, viz., the up line between Evesham and Honeybourne, has been directed to be postponed by the order of their Lordships under the 5 & 6 Vict. c. 55. s. 6.

Under these circumstances, their Lordships have not considered it necessary to enter further upon the consideration of the time tables transmitted in Mr. Adcock's letter.

I am, &c.
JAMES BOOTH.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Oxford, Worcester, and Wolverhampton Railway.
Traffic Manager's Office, Worcester, March 18, 1854.

SIR,

THE Secretary has forwarded to me your letter of the 4th instant, relative to the cheap trains run by this Company, with the intimation that the Lords of the Committee of Privy Council for Trade cannot approve of the same, as they pass over a portion of the line not sanctioned by their Lordships.

I beg to inform you this Company have to day discontinued using the second or up line of rails, between Evesham and Honeybourne, and I therefore hope the time bills forwarded on the 1st instant may now receive approval.

I have, &c.
WM. T. ADCOCK.

James Booth, Esq.
&c. &c.

INSPECTIONS.

Appendix No. 20.

Oxford, Worcester and Wolverhampton Railway.

Railway Department, Board of Trade,
Whitehall, March 21, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of Mr. Adcock's letter of the 18th instant, requesting their Lordships' approval of the cheap trains upon the Oxford, Worcester, and Wolverhampton Railway, and to observe to you that it appears from the printed time tables which accompanied Mr. Adcock's letter of the 1st instant, that the fares from Oxford to Charlbury, Shipton, Moreton, and Honeybourne, are in excess of those allowed by the provisions of the Act 7 & 8 Vict. c. 85.

I am, therefore, to request that you will forward other printed time tables in triplicate, with the fares in question revised in accordance with the Act above referred to, and also state what arrangements are made for the conveyance of passengers by cheap trains between Dudley and Tipton upon the Oxford, Worcester, and Wolverhampton Railway.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Oxford, Worcester, and Wolverhampton Railway,
Traffic Manager's Office, Worcester, March 23, 1854.

SIR,

THE Secretary has forwarded me a copy of your letter of the 21st instant, addressed to him relative to the third class fares.

I beg to inform you that the third class fares charged from Oxford are as follows:—To Charlbury, 1*s.* 1½*d.*; Shipton, 1*s.* 6½*d.*; Moreton, 2*s.* 4½*d.*; Honeybourne, 3*s.* 2½*d.*; and it was an omission not to make the corrections in the time book. I now beg to forward you copies in triplicate, with the corrections of fares which have always been charged.

I have, &c.

WM. T. ADCOCK.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, March 25, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to convey to you their Lordships' approval from this date of the hours of arrival and departure of the cheap trains upon the Oxford, Worcester, and Wolverhampton Railway, as marked in red ink in the printed time tables which accompanied Mr. Adcock's letter of the 23d instant, one copy of which is returned herewith.

I have, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Railway Department, Board of Trade,
Whitehall, April 10, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* of the officer appointed by their Lordships to re-inspect the second line of rails on the portion of the Oxford, Worcester, and Wolverhampton Railway, extending from Honeybourne to Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the second line of rails referred to, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

JAMES BOOTH.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Railway Department, Board of Trade,
Whitehall, May 4, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have appointed Captain Galton, R.E., to re-inspect the second line of rails on the Oxford, Worcester, and Wolverhampton Railway, between Evesham and Honeybourne.

I am, &c.

JAMES BOOTH.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

---

* Similar Report to that of the 10th March.

INSPECTIONS.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, May 6, 1854.

SIR,

HAVING received a letter from the Secretary of the Lords of the Committee of Privy Council for Trade and Foreign Plantations, stating that their Lordships have appointed you to re-inspect the second line of the above railway between Honeybourne and Evesham, I am directed to represent that, since this portion of the line has been closed, the public have sustained much inconvenience from the frequent interruptions and delays which have unavoidably arisen, and which were not experienced whilst that portion of the up line was used for passenger traffic.

I am also instructed to forward a copy (herewith) of an affidavit sworn in the late suit before the Master of the Rolls by two engineers of eminence, totally unconnected with the Oxford, Worcester, and Wolverhampton Railway Company, and to state that the Directors are advised that the opinion expressed by those gentlemen can, if necessary, be confirmed by the great majority of parties the most conversant with the working of railways.

I am desired to add that the Directors feel that they would be wanting in their duty to their proprietors, and to the public, did they not bring these matters formally under your notice, prior to your next report upon the portion of railway in question being made.

I have, &c.

Captain Galton, R.E.
&c. &c.

NOEL THOS. SMITH,
Secretary.

In Chancery.

Between Sir Alexander James Edmund Cockburn Knight, Her Majesty's Attorney General, Informant,

and

The Oxford, Worcester, and Wolverhampton Railway Company, Defendants.

John Hawkshaw and Joseph Cubitt, both of Great George Street, Westminster, civil engineers, make oath and say,—

1. That we have inspected the line of the defendants' railway between Evesham and Campden, and have read the reports of Captain Galton in the informant's bill of information, contained as to the line between Evesham and Honeybourne.

2. That between Evesham and Campden one line of rails is laid on the mixed gauge, and one line is laid on the narrow gauge only.

3. That, if it were required, it would be practicable to work a single line on the broad gauge, and a single line on the narrow gauge between Evesham and Campden.

4. That no trains are worked on the broad gauge between those places.

5. That between Evesham and Campden there is a double line on the narrow gauge, which may be worked with safety and advantage to the public.

6. That Honeybourne is intermediate between Evesham and Campden; therefore between Evesham and Honeybourne there is also one line on the mixed gauge and one line on the narrow gauge, and there are no trains worked on the broad gauge between those two places.

7. That between Evesham and Honeybourne there are two lines on the narrow gauge which admit of being worked with safety and advantage to the public.

8. That Captain Galton in his reports assumes hypothetical modes of working broad gauge and narrow gauge trains, which in fact have no existence, and therefore no application to the subject.

9. That if broad gauge trains were required to work over the line between Evesham and Honeybourne, they might do so with safety to the public, the broad gauge trains being confined to one line of rails, and the narrow gauge to the other line of rails.

10. That in the absence of all broad gauge trains, it is *pro tanto* an increase of danger and a deprivation of convenience to the public to seek to prevent the defendants from using the double narrow gauge railway between Evesham and Honeybourne, and there is no ground of objection to its being so used.

11. Captain Galton assumes narrow gauge trains working on both lines between Evesham and Honeybourne and broad gauge trains working on one line, and then deduces danger. Broad gauge trains do not work between these parts, and the danger therefore is quite hypothetical.

Railway Department, Board of Trade,
Whitehall, May 9, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* of the officer appointed by their Lordships to re-inspect the second line of rails on the portion of the Oxford, Worcester, and Wolverhampton Railway extending from Honeybourne to Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the second line of rails referred to

* Similar Report to that of the 10th March.

for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.
James Booth.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Railway Department, Board of Trade,
Whitehall, June 8, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* of the officer appointed by their Lordships to re-inspect the second, or up line, of the Oxford, Worcester, and Wolverhampton Railway, extending from Evesham to Honeybourne.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the said line of railway for the public conveyance of passengers for a further period of one calendar month from this date.

I am, &c.
James Booth.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, June 29, 1854.

Dear Sir,

Mr. Fowler having communicated to me your suggestion that I should state in writing the grounds upon which the Company found their request to be allowed to open for passenger traffic the up line from Evesham to Honeybourne and (when approved by the inspecting officer) to Campden, I beg to call your attention to circumstances bearing upon the question which have occurred since the prohibition was issued.

First, The bill introduced into Parliament by the Great Western Railway Company for powers to use the Oxford, Worcester, and Wolverhampton Railway, has been rejected. By this decision the Great Western Railway Company are left to the common right of user contained in the Railways Clauses Consolidation Act, and which, since the decision that an engineer of a Railway Company cannot be compelled to certify the fitness of engines belonging to other parties, is admitted on all hands to be inoperative; and as the Great Western Railway Company will be thus precluded, except with the concurrence of this Company, from using the Oxford, Worcester, and Wolverhampton line with broad gauge engines, and as there is no other Company or person connected with the line owning broad gauge plant, the contingency contemplated by the inspecting officer, and upon which the prohibition was issued, can be provided for. The Oxford, Worcester, and Wolverhampton Company would be willing to come under any pledge to close the portion of the up line upon which the narrow gauge rails only are laid against passenger traffic, should any Company or person obtain a right to use the railway on the broad gauge; and this pledge might be enforced by making it part of an order in the suit before the Master of the Rolls.

Secondly, The traffic on the railway having greatly increased, serious inconvenience and injury have arisen, both to the public and to the Company, from this portion of the up line not being used. The railway with so great a length of single line is found inadequate to the full accommodation of the public; great interruptions and delays unavoidably occur, and will necessarily increase as the pressure of traffic in the summer months increases. No addition can be made to the present number of passenger trains; and, as the Company are compelled to use this portion of their undertaking day and night, the maintenance of the single line of permanent way is not free from difficulty and danger. So urgent is the necessity for the use of this portion of the up line, that the traffic manager reports that any considerable increase to the present traffic cannot be carried on the single line with safety; whereas, by permitting its use, not only would the delays and interruptions be materially lessened, and the danger both to the public and the workmen on the line be avoided, but additional accommodation necessary to meet the requirements of the summer traffic, now just beginning, could be afforded. I do not presume to urge the matter upon general grounds, but I confine myself to these peculiar and additional reasons, which have recently arisen, for requesting the withdrawal of the prohibition of the Board of Trade. I may venture to remind you that Mr. Cardwell upon one occasion stated that he was willing that this portion of the up line should be opened, if the Great Western Railway Company would forego any claim to the use by them of the corresponding portion of the broad gauge down line. The failure of their bill having in effect rendered that concession unnecessary, it is hoped that he will now see no objection to the use of the line, as I have the honour to suggest.

I remain, &c.
Noel Thos. Smith,
Secretary.

To Captain Galton, R.E.
Railway Department, Board of Trade.

---

* Similar Report to that of the 10th March.

INSPECTIONS.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* of the officer appointed by their Lordships to re-inspect the second line of rails of the Oxford, Worcester, and Wolverhampton Railway, between Evesham and Honeybourne.

Upon consideration of that report my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the said portion of railway for a further period of one calendar month from this date.

My Lords direct me at the same time to acknowledge the receipt of your letter to Captain Galton of the 29th ultimo upon this subject, and to inform you that upon learning that the legislative measures of this session relative to the Oxford, Worcester, and Wolverhampton Railway Company have been decided, they will appoint a time for hearing the parties interested in this question.

I am, &c.

JAMES EMERSON TENNENT.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company

Oxford, Worcester, and Wolverhampton Railway,
47, Parliament Street, Westminster, August 2, 1854.

SIR,

IN reference to the application made by the Oxford, Worcester, and Wolverhampton Railway Company for permission to open, for passenger traffic, the second line of rails between Evesham and Honeybourne, and to the communication thereupon from your department, that their Lordships would wait the result of the legislation of the present session, I am now instructed to express the hope of the Directors that, as the Bills which the Company had then before Parliament have received the Royal Assent, and as the requirements of the public for further accommodation are very urgent, the desired permission will not be longer withheld.

I am, &c.

WILLIAM BURCHELL.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, August 4, 1854.

MY LORD,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform your Lordship that they have appointed Monday next, the 7th instant, at one o'clock, for an interview with the Oxford, Worcester, and Wolverhamton Railway Company, on the subject of the non-completion of the second line of rails, on the mixed gauge, between Evesham and Honeybourne. My Lords have requested the Great Western Railway Company to arrange that some person on their behalf should attend, and they would be glad if your Lordship would make it convenient to be present on the occasion.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Right Hon. Lord Redesdale.

Railway Department, Board of Trade,
Whitehall, August 4, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d August, requesting an interview on the subject of the opening of the second line of rails on the portion of the Oxford, Worcester, and Wolverhampton Railway extending from Honeybourne to Evesham, and to inform you, that their Lordships will be happy to receive you on Monday next, the 7th instant, at one o'clock.

My Lords have informed Lord Redesdale and the Great Western Railway Company of the proposed interview, in order that if they desire it they may be present on the occasion.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

W. Burchell, Esq.

Railway Department, Board of Trade,
Whitehall, August 4, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that they have appointed Monday next, the 7th instant, at one o'clock, for an interview with a deputation from the Oxford, Worcester, and Wolverhampton Railway Company, on the subject of the non-completion of the second line of rails, on the mixed gauge, between Evesham and Honeybourne, and they are desirous that some person or persons, duly authorized on behalf of the Great Western Railway Company, should be present on the occasion.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Great Western Railway Company.

---

* Similar Report to that of the 10th March.

INSPECTIONS.

Great Western Railway, London Terminus,
Paddington, August 7, 1854.

SIR,

I BEG to acknowledge your two letters dated the 4th and 5th instant, in consequence of which I have communicated with the Chairman of this Company. Appendix No. 20.

He desires me to express his regret that the absence of Mr. Brunel in Cornwall will prevent his being present at the conference to-morrow, and that it will not be in his own power to attend the meeting at the Board of Trade, in consequence of a prior engagement. Oxford, Worcester, and Wolverhampton Railway.

Mr. Russell has however instructed Mr. William Hunt to wait upon the Lords of the Committee of the Privy Council for Trade, at 12 o'clock to-morrow, in order to ascertain what are the points for consideration by this Board, in relation to the line between Evesham and Honeybourne, and to report thereon to the Directors at their next meeting.

I am, &c.
CHAS. A. SAUNDERS,
Secretary.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, August 5, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* of the officer appointed by their Lordships to re-inspect the second line of rails on the portion of the Oxford, Worcester, and Wolverhampton Railway, extending from Honeybourne to Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the second line of rails referred to for a period of one calendar month from this date.

I am, &c.
JAMES BOOTH.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Railway Department, Board of Trade,
Whitehall, August 12, 1854.

SIR,

WITH reference to Mr. Burchell's letter of the 2d inst., and to the interview which my Lords had with the Oxford, Worcester, and Wolverhampton Railway Company on Tuesday, the 6th inst, on the subject of the non-completion of the second line of rails between Evesham and Honeybourne, I am directed by my Lords to inform you that, after a careful consideration of the circumstances of the case it appears to my Lords that inasmuch as their inspecting officer has reported that the second line of rails on the narrow gauge cannot be opened if one of the lines be used on the mixed gauge, and inasmuch as Parliament has made express provision for the construction of the line on the broad gauge, my Lords cannot assume that the broad gauge will not be used: under these circumstances I am to inform you that my Lords do not consider that they would be justified in allowing the opening of the second line unless it be rendered complete as a mixed gauge line.

I am, &c.
JAMES BOOTH.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, August 24, 1854.

SIR,

I AM instructed to acknowledge the receipt of your letter of the 12th inst., containing the decision of the Board of Trade against the application of this Company for permission to use the second or up line of rails between Evesham and Honeybourne for passenger traffic.

The Directors desire me to express their acknowledgments for the consideration the Board has given to their application; but at the same time to state, that as the decision of the Board affects not only the pecuniary interests of the Company, but also the safety and convenience of the public, they feel it their duty to place upon record the nature of their application, and the circumstances under which it was made, in order that no undue responsibility may rest on them in the event of any accident arising from the traffic being confined to the single line.

The application of the Company was for permission to use temporarily for passenger traffic the second line of narrow gauge rails between Evesham and Honeybourne.

The railway between Evesham and Honeybourne is constructed in all respects perfect as a double line of narrow gauge rails; and in addition thereto, on the down line, a third rail is laid, making that line a railway on both the broad and the narrow gauge; the railway between Evesham and Brettell Lane being similarly constructed. Both lines of narrow

* Similar Report to that of the 10th March.

INSPECTIONS.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

gauge rails between Evesham and Honeybourne were used for passenger traffic with great convenience, and without accident, from the middle of November last until the second week in March, when the up line was closed at the instance of the Board of Trade; and both lines of narrow gauge rails have been for more than twelve months and still are used for passenger traffic between Evesham and Brettell Lane, with like convenience and safety.

In addition to the practical experience thus afforded by the use of portions of the up line, on which the narrow gauge rails only are laid, the Board of Trade has been furnished with a copy of an affidavit of two gentlemen of the highest character in such matters, and both unconnected with the Oxford, Worcester, and Wolverhampton Railway Company, deliberately stating that in their judgment and belief the second line of rails between Evesham and Honeybourne may be used for passenger traffic with perfect safety, and with increased convenience in working.

Under these circumstances, and pressed by the urgent demand for greater accommodation the Directors prayed permission to re-open for passenger traffic the second line of rails between Evesham and Honeybourne, *not permanently*, but only during such time as the down line should not be used on the broad gauge, and consenting to close it again on that event happening, if required by the Board of Trade, a regulation which might have been enforced under an order in the suit instituted by their Lordships against the Company. The Directors were the more urgent for this interim permission to use the line, because, as they took occasion to explain to the Board, the contingency contemplated by the inspecting officer as to the use of their railway by the broad gauge stock was very remote. The Board will remember it was urged upon them that all the arrangements of the Company have been made with a view to accommodate the narrow gauge traffic, with which the line is more extensively connected; and that as the Directors do not intend to use broad gauge plant themselves, and as the application of the only Company which had expressed a desire to do so for parliamentary powers in the last session had been rejected, there was really no probability that the contingency contemplated would arise.

The Directors are desirous to observe towards the Board of Trade the respect to which their high position entitles them; but they feel it to be due to themselves, and to the interests they represent, not to submit to the decision which has been arrived at in this instance, without recording their opinion that it not only unnecessarily restricts them in obtaining a fair return upon capital expended, but also unnecessarily endangers the safety and is prejudicial to the interests of that portion of the public by whom the line is used.

I am, &c.

James Booth, Esq.
&c. &c.

NOEL THOS. SMITH,
Secretary.

Railway Department, Board of Trade,
Whitehall, September 4, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* which their Lordships have received from the officer appointed by them to re-inspect the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway between Honeybourne and Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line referred to for the period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, October 3, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* which their Lordships have received from the officer appointed by them to re-inspect the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway between Honeybourne and Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line referred to, for the further period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, November 2, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* of the officer appointed by their Lordships to re-inspect the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway between Evesham and Honeybourne.

---

* Similar Report to that of the 10th March.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company, to postpone the opening of the portion of line in question, for the public conveyance of passengers, for the further period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, November 30, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report* which they have received from their inspecting officer, of his re-inspection of the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway between Evesham and Honeybourne.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for the further period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, December 29, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report* which they have received from their inspecting officer, of his re-inspection of the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway between Honeybourne and Evesham.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for a further period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, January 27, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer, of his re-inspection of the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway, between Evesham and Honeybourne.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for the further period of one calendar month from this date.

I have, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, January 20, 1855.

SIR,

I HAVE the honour to inform you that in compliance with the instructions of the Lords of the Committee of Privy Council for Trade, conveyed to me in your letter of the 13th inst., I proceeded to Evesham to reinspect the portion of the second or up line of rails between Honeybourne and Evesham, the opening of which was directed by their Lordships to be postponed for a period of one calendar month from the 29th ult.

The Company are taking steps to complete this line on the mixed gauge, and it is now in a very forward state, but not yet complete. As I have before stated the first line or down line of rails is a complete line upon the mixed gauge, and the Oxford, Worcester, and Wolverhampton Railway Company received their Lordships permission to open that line as a mixed gauge, single line in June 1853, it being an understanding that the single line was to be worked under certain regulations, which were framed so as to preclude the possibility of two engines or trains meeting on the single line when approaching in opposite directions. These regulations were that one particular man should accompany every engine and train that moved over the single line.

The only use of laying a double line is to enable the Railway Company to dispense with these regulations, and to have the power of sending trains in either direction without the necessity of the pilotman being upon every engine or train, so as to accommodate a more frequent traffic or a more convenient arrangement of trains.

---

* Similar Report to that of the 10th March.

Inspections.

Appendix No. 20.

Oxford, Worcester, and Wolverhampton Railway.

The above mentioned conditions (or other very similar ones) under which it is essential for safety that a single line should be worked, and the fact that the use of a double line is to dispense with these conditions, renders it inconsistent with safety for a mixed gauge line to be opened as a single mixed gauge line and as a double line upon one of the gauges, and inasmuch as after a line has once been allowed by their Lordships to be opened for traffic, my Lords no longer possess any power of making conditions with the Company as to the terms upon which they would allow of such opening, I have to report that, in my opinion, the opening of the second line of rails of the Oxford, Worcester, and Wolverhampton Railway between Evesham and Honeybourne would be attended with danger to the public using the same by reason of the incompleteness of the permanent way.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, February 26, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer, of his re-inspection of the second or up line of rails of the Oxford, Worcester, and Wolverhampton Railway, between Evesham and Honeybourne.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for the further period of one calendar month from this date.

I have, &c.

The Secretary to the Oxford, Worcester, and Wolverhampton Railway Company.

James Booth.

Railway Department, Board of Trade, Whitehall, March 19, 1855.

Sir,

In compliance with the instructions contained in your letter of the 15th instant, I have re-inspected the second line of rails on the Oxford, Worcester, and Wolverhampton Railway, between Evesham and Honeybourne, and I have inspected the second line of rails between Honeybourne and Campden.

The line from Evesham to Campden is complete on the mixed gauge, with narrow gauge cross-over roads at all the stations and broad gauge cross-over roads at Evesham and Campden.

The line rises for a great part of the distance between Honeybourne and Campden, at an inclination of 1 in 100, and nearly at the top of this incline is situated a tunnel of some length; this tunnel is curved, and it passes through strata containing a good deal of water. The officers of the Company have informed me that in consequence of the danger to be apprehended from their coming to a standstill on this incline or in the tunnel, they purpose to work the line between Honeybourne and Campden by means of the electric telegraph, so that no train shall leave Honeybourne until the preceding train has been telegraphed as having passed Campden station. This regulation is a most wise one, and will, I trust, secure the safe working of the traffic at this place.

I am of opinion that the line between Evesham and Campden may be opened without danger to the public.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, March 20, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a report from their inspecting officer of his re-inspection of the second line of rails between Evesham and Honeybourne, and of his inspection of the second line of rails between Honeybourne and Campden on the Oxford, Worcester, and Wolverhampton Railway, in which he states that the mixed gauge on these portions of the railway is complete, and that he is of opinion that they may be opened without danger to the public.

My Lords do not object to the second line of rails between Evesham and Campden being opened for public traffic, but they direct me to request you to call the attention of the Directors to the enclosed extract of the report upon the proposed mode of working the traffic through the tunnel between Honeybourne and Campden, which they trust will be adhered to.

I have, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

James Booth.

Appendix No. 21.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade,
Whitehall, April 13, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Oxford, Worcester, and Wolverhampton Railway between the Tipton station and the Shrewsbury and Birmingham Railway near Wolverhampton.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the line in question, for the public conveyance of passengers, for one calendar month from this date.

I have, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 12, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the portion of the Oxford, Worcester, and Wolverhampton Railway between the Tipton station and the Shrewsbury and Birmingham Railway near Wolverhampton, in compliance with the instructions contained in your letter of the 6th inst.

This portion of railway is about 6 miles 3 chains in length, and is laid with a double line of mixed gauge from Tipton to the point at which it is contemplated to form a junction with the Shrewsbury and Birmingham Railway; but the rails of this part of the Shrewsbury and Birmingham Railway not having yet been laid down, the junction is not formed.

I understand that there are intended to be three stations between Tipton and the junction with the Shrewsbury and Birmingham Railway, besides that at Wolverhampton, to be called—

Daisey Bank,
Bilston, and
Priestfield Junction.

The Daisey Bank station has not been commenced. The Bilston station is not yet completed, either as regards station house or platforms: some fencing requires to be added, and wires are wanted for working the distant signals.

At Priestfield Junction, the house, platform, and signals are incomplete. At Wolverhampton station, there is not as yet any building, the platforms are not finished, the sidings are not laid, nor are the signals fixed. The distant signal to the north from Tipton junction is not yet completed.

In the parliamentary sections, a level crossing is shown over a parish road at 1 mile 27¾ chains from the fixed point which is at 6 miles 3 chains from the parliamentary junction with the London and North Western Railway at Snow Hill, near Wolverhampton; but I learn that the road has been diverted, by consent, so as to pass over a neighbouring bridge; and that a footbridge is to be constructed at this spot.

At 1 mile 74·39 chains from the fixed point, there is a tunnel 375 yards in length, which appears to have been well and substantially constructed, but which is not provided with a telegraph, or any other means by which a signalman might ascertain the fact of a train being in the tunnel, and thus be enabled to warn the driver of a succeeding train.

At 5 miles 12½ chains from the fixed point, is a bridge, of a span of 11 ft. 6 in, on the square, and 16 ft. 4 in. on the skew. I obtained a deflection from this bridge of upwards of ·312 inches; and, looking to the mode in which the weight of a passing engine is supported on the planking, and thence transferred to the beams, and the oscillating, jumping motion imparted to an engine and train by this bridge, built as it is, on a skew of 45° 30′, I think it would be better if it were stiffened.

There is a viaduct at 3 miles 72½ chains from the fixed point, 57½ feet in length, 52 feet in height, and divided into six openings;—two of 13 feet each—two of 15 feet each—and two of 16 feet each. It is supported on timber tressels, resting, some on brick piers, and some on piles: and the weight of earth from the embankment of the railway has, by forcing the piles out of their original position, twisted some of the tressels, and thrown them out of the perpendicular, so that considerable improvement is required in the condition of the viaduct.

At 4 miles 23½ chains from the fixed point, there is a wrought iron tubular girder bridge of 124 feet span. I am not at present able to pass any opinion upon this bridge, as I have not received the necessary drawings or dimensions to enable me to do so. In testing it

Inspections.

Appendix No. 21.

Oxford, Worcester, and Wolverhampton Railway.

with a heavy engine and tender, coupled to a first-class carriage and a break van (the heaviest load I was able, at the time, to procure), I obtained a deflection of about $\frac{6}{8}$ of an inch.

For the above reasons, I am of opinion that the opening of the portion of the Oxford, Worcester, and Wolverhampton Railway between the Tipton station and the Shrewsbury and Birmingham Railway near Wolverhampton would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, May 12, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of the report of the officer appointed by their Lordships to re-inspect the portion of the Oxford, Worcester, and Wolverhampton Railway between the Tipton Station and the Shrewsbury and Birmingham Railway near Wolverhampton.

My Lords, having considered that report, direct the Oxford, Worcester, and Wolverhampton Railway Company, for the reasons therein specified, to postpone the opening of their line between the Tipton Station and the Shrewsbury and Birmingham Railway near Wolverhampton, for the public conveyance of passengers, for a further period of one calendar month from this date.

I have, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Birmingham, May 11, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have, in compliance with the instructions contained in your letter of the 9th inst., re-inspected the Oxford, Worcester, and Wolverhampton Railway, between the Tipton station and the Shrewsbury and Birmingham Railway near Wolverhampton.

I observe that the station-house at Daisey Bank has not yet been commenced, and that the platforms and signal arrangements are not finished; that at the Bilston station, and at the Priestfield station, the platform and signals are incomplete, and that some fencing is required at the former station; that the Wolverhampton station is still without a station-house, and is unfinished as regards platforms, signals, and sidings; and that the tunnel near Wolverhampton has not been supplied with telegraph or signals.

The state of the Bilston viaduct has been improved, but one of the tressels, which is out of shape, requires to be either propped or altered in position.

For the above reasons, I am of opinion that, by reason of the incompleteness of the works, the opening of the Oxford, Worcester, and Wolverhampton Railway, between the Tipton station and the Shrewsbury and Birmingham Railway near Wolverhampton, would be attended with danger to the public using the same.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, June 14, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extracts of the report of the officer appointed by their Lordships to inspect that portion of the Oxford, Worcester, and Wolverhampton Railway extending between Tipton and Wolverhampton.

My Lords direct me to request you to call the particular attention of the directors of the Oxford, Worcester, and Wolverhampton Railway Company to the remarks of the inspecting officer upon the several points therein adverted to, and to state that, under the circumstances, my Lords no longer object to the portion of the Oxford, Worcester, and Wolverhampton Railway extending between Tipton and the projected junction with the Shrewsbury and Birmingham Railway near Wolverhampton being opened for the purposes of public traffic.

I am, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

Douglas Galton, *Captain Royal Engineers.*

INSPECTIONS.

Appendix No. 21.

Oxford, Worcester, and Wolverhampton Railway.

Railway Department, Board of Trade, Whitehall, June 12, 1854.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have re-inspected the portion of the Oxford, Worcester, and Wolverhampton Railway extending between Tipton and Wolverhampton, in compliance with the instructions contained in your letter of the 6th instant.

I find that the necessary struts have been added to the Bilston viaduct, and I have not any further apprehensions as to its safety for the present. I would, however, recommend that it should be carefully watched by the engineer of the line.

I observe that temporary buildings have been erected, that signals have been provided, and that the platforms have been completed at those stations at which I before reported them as required. The tunnel near Wolverhampton has been supplied with a bell and a signal post at each end, and is, I am informed, to be worked under the following arrangement:—When a train enters at one end of the tunnel, the signalman stationed at that end rings a bell at the other end by means of a lever-handle and wire, with which he is provided, and places his signal at "danger," until five minutes after his own bell, rung by the signalman from the other end, apprises him of the train having emerged from the tunnel.

Extract sent to Company.

In regard to the tubular girder bridge, alluded to in my first report on this portion of the Oxford, Worcester, and Wolverhampton Railway, I have now to report that I tested it on the 11th May last, with two engines, weighing with their tenders, altogether about 88 tons, and covering a space of about 84 feet, and that the chimneys of the engines having been together, I obtained a deflection of $\frac{9}{100}$ feet, when the engines were passed slowly over the bridge, and $\frac{1}{10}$ feet when they passed it at speed. I have also received plans and sections of this bridge, and I beg to report my opinion that it is sufficiently strong.

From the statements I have received from the mining inspector of the Company, I do not see any reason to apprehend danger from the mines under or near this portion of railway.

Although, on my first inspection of this line, the double line of railway was complete through the Wolverhampton station, I observe that about 12 chains of one of the lines have now been rendered useless at and near that station, in consequence of some alterations that are in progress in the points and crossings. I am informed, however, that until the double line of railway shall have been re-opened, no train will be allowed to pass the junction leading to the portion that must, for this reason, be worked as a single line, from either end, unless accompanied by a man who will be appointed to pilot trains over the single line.

Under these conditions, I am of opinion that the portion of the Oxford, Worcester, and Wolverhampton Railway extending between Tipton and the projected junction with the Shrewsbury and Birmingham Railway, near Wolverhampton, may be opened without danger to the public using the same.

I may remark, however, that all the arrangements at the Wolverhampton Station can only be of a temporary nature, until the completion of the works, by which the other two Companies, who are engaged with the Oxford, Worcester, and Wolverhampton Railway Company in the construction of the station, will be enabled to make use of it.

During my inspections of the portion of the Oxford, Worcester, and Wolverhampton Railway above referred to, I have also been requested to inspect a further portion, extending from the projected junction with the Shrewsbury and Birmingham Railway near Wolverhampton, to the Bushbury Junction—about 75 chains in length. I believe that no second notice of their intention to open this line, as required by the Act 5 & 6 Vict. cap. 55. s. 4., has been sent by the Company to their Lordships; but I thought it right to take the opportunity of inspecting this further portion of railway, when on the spot.

Extract sent to Company.

The greater part of the first 20 chains, from the junction with the London and North Western Railway, appears to be without the limits of lateral deviation allowed in the Parliamentary plans.

This portion of the line is laid with the narrow gauge only, whereas the part previously referred to is laid with a mixed gauge.

There are three timber bridges on brick abutments under the railway, of spans varying from 40 to 12 feet, which appear to be sufficiently strong. I pointed out to the engineer a coke stage which should be removed farther from the line, so as to leave sufficient room between the sides of the carriages and the coke stage, to prevent danger to any passenger or servants of the company who might be looking out from the engines, carriages, or vans.

At the Bushbury Junction, the Oxford, Worcester, and Wolverhampton Railway runs into the Grand Junction Railway, at a point about 100 yards distant from the junction of the latter with the Stour Valley Railway; and, in order to guard against collisions, from trains crossing from the Grand Junction to either of these lines coming in contact with trains passing in the opposite direction, as well as from trains travelling in the same direction from each line, coming into contact, at or near the junction, it appears to be necessary that the signalman stationed at each junction shall have control over trains passing in all directions, from every one of these three lines. For this purpose, as I have already pointed out to the engineer of the Oxford, Worcester, and Wolverhampton Railway, a distant signal with two arms is required towards the north, one arm to be worked

Inspections.

Appendix No. 21.

Oxford, Worcester, and Wolverhampton Railway.

Extract sent to Compy.

from each junction; a second arm is required to the distant signal on the Oxford, Worcester, and Wolverhampton Railway, so as to enable each signalman to set it at danger; and a second arm is required, in the same manner, to the distant signal on the Stour Valley Railway. I understand that the erection of these signals, and the appointment of the signalmen at the junctions, rest with the London and North Western Railway Company.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Appendix No. 22.

Oxford, Worcester, and Wolverhampton Railway.

Appendix No. 22.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade, Whitehall, June 24, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the portion of the Oxford, Worcester, and Wolverhampton Railway lying between Wolverhampton and Bushbury.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the said portion of railway for a period of one calendar month from this date.

I am, &c.

The Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

Jas. Booth.

Railway Department, Board of Trade, Whitehall, June 23, 1854.

Sir,

In reference to your letter of yesterday, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I inspected the portion of the Oxford, Worcester, and Wolverhampton Railway lying between Wolverhampton and Bushbury, on the 10th instant, and that I found that certain signals were required, as enumerated in the following extract from my report of the 12th instant.

"During my inspection of the portion of the Oxford, Worcester, and Wolverhampton Railway above referred to, I have also been requested to inspect a further portion, extending from the projected junction with the Shrewsbury and Birmingham Railway near Wolverhampton, to the Bushbury Junction,—about 75 chains in length, I believe that no second notice of their intention to open the line, as required by the Act 5 & 6 Vict. c. 55 s. 4, has been sent by the Company to their Lordships; but I thought it right to take the opportunity of inspecting this portion of railway, when on the spot.

"The greater part of the first 20 chains, from the junction with the London and North Western Railway, appears to be without the limits of lateral deviation allowed in the Parliamentary plans.

"This portion of the line is laid with the narrow gauge only, whereas the part previously referred to is laid with a mixed gauge.

"There are three timber bridges on brick abutments under the railway, of spans varying from 40 to 12 feet, which appear to be sufficiently strong. I pointed out to the engineer a coke stage which required to be removed further from the line, so as to leave sufficient room between the sides of the carriages and the coke stage, to prevent danger to any passengers or servants of the Company, who might be looking out from the engines, carriages, or vans."

At the Bushbury junction, the Oxford, Worcester, and Wolverhampton Railway runs into the Grand Junction Railway, at a point about 100 yards distant from the junction of the latter with the Stour Valley Railway; and, in order to guard against collisions, from trains crossing from the Grand Junction to either of these lines coming in contact with trains passing in the opposite direction, as well as from trains travelling in the same direction from each line, coming into contact with each other at or near the junction, it appears to be necessary that the signalman stationed at each junction shall have control over trains passing in all directions, from every one of these three lines. For this purpose, as I have already pointed out to the engineer of the Oxford, Worcester, and Wolverhampton Railway, a distant signal with two arms is required towards the north, one arm to be worked from each junction; a second arm is required to the distant signal on the Oxford, Worcester, and Wolverhampton Railway, so as to enable each signalman to set it at danger; and a second arm is required in the same manner, to the distant signal on the Stour

Valley Railway. I understand that the erection of these signals, and the appointment of the signalmen at the junctions, rest with the London and North Western Railway Company.

For these reasons, I am of opinion that the opening of the Oxford, Worcester, and Wolverhampton Railway, between Wolverhampton and Bushbury, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 21, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the portion of the Oxford, Worcester, and Wolverhampton Railway extending from Wolverhampton to Bushbury.

My Lords, having considered that report, direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the portion of their railway extending from the proposed junction with the Shrewsbury and Birmingham Railway near Wolverhampton to the Bushbury junction, for the public conveyance of passengers, for a further period of one calendar month from this date.

I have, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 21, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have, in compliance with the instructions contained in your letter of the 13th inst., re-inspected the portion of the Oxford, Worcester, and Wolverhampton Railway extending from the proposed junction with the Shrewsbury and Birmingham Railway near Wolverhampton, to the Bushbury junction; and that, as I found the signal arrangements for the Bushbury junction referred to in my report of the 23d ult. still unfinished, I am of opinion that the opening of this portion of the Oxford, Worcester, and Wolverhampton Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 19, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed by them to re-inspect the Oxford, Worcester, and Wolverhampton Railway from Wolverhampton to Bushbury.

Upon consideration of that report, my Lords direct the opening of the portions of railway referred to, to be postponed for the further period of one calendar month from this date.

I have, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

Jas. Booth.

Railway Department, Board of Trade,
Whitehall, August 14, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have re-inspected the portion of the Oxford, Worcester, and Wolverhampton Railway extending between the projected junction with the Shrewsbury and Birmingham Railway near Wolverhampton, and the Bushbury junction; and that, as the requisite signal arrangements, as referred to in my former reports on the subject, have not been completed, I am of opinion that the opening of that portion of the Oxford, Worcester, and Wolverhampton Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

INSPECTIONS.

Appendix No. 22.

Oxford, Worcester, and Wolverhampton Railway.

Railway Department, Board of Trade,
Whitehall, September 18, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed by them to re-inspect the Oxford, Worcester, and Wolverhampton Railway from Wolverhampton to Bushbury.

Upon consideration of that report, my Lords direct the Oxford, Worcester, and Wolverhampton Railway Company to postpone the opening of the portion of line referred to for the further period of one calendar month from this date.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAS. BOOTH.

SIR,

Rugby, September 16, 1854.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have re-inspected the portion of the Oxford, Worcester, and Wolverhampton Railway extending between Wolverhampton and the Bushbury junction; and that, as I found the signal arrangements at the Bushbury junction, as referred to in my former reports on the subject, still in an unfinished state, I am of opinion that the opening of this portion of the Oxford, Worcester, and Wolverhampton Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. TYLER,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, October 14, 1854.

SIR,

THE Lords of the Committee of Privy Council for Trade, having received a further report from the officer appointed by their Lordships to re-inspect the portion of the Oxford, Worcester, and Wolverhampton Railway extending from Wolverhampton to the Bushbury Junction, direct me to inform you that they no longer object to the portion of line referred to being opened for public traffic.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton Railway Company.

JAS. BOOTH.

SIR,

Rugby, October 13, 1854.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions conveyed in your letter of the 11th instant, I have this day re-inspected the portion of the Oxford, Worcester, and Wolverhampton Railway, extending between Wolverhampton and the Bushbury Junction; and that, having found the signal arrangements which were referred to in my previous reports on this subject, as being required at Bushbury, completed, I am of opinion that this part of the line may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. TYLER,
Captain Royal Engineers.

Appendix No. 23.

Port Carlisle Railway.

APPENDIX No. 23.

PORT CARLISLE RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 6, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the line of the Port Carlisle Dock and Railway Company.

Upon consideration of that report, my Lords direct the Port Carlisle Dock and Railway Company to postpone the opening of the said line for the public conveyance of passengers, for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Port Carlisle Dock and Railway Company.

JAS. BOOTH.

INSPECTIONS.

Appendix No. 23.

Port Carlisle Railway.

SIR, *Kendal, June 2, 1854.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the line of the Port Carlisle Dock and Railway Company, in compliance with the instructions contained in your letter of the 22d ultimo. I was unfortunately prevented by illness from making this inspection, as I had intended, on the 29th ultimo.

This line is a continuation of the Newcastle and Carlisle Railway, and is to be worked with the locomotive engines and carriages of the Company to which that Railway belongs.

The Port Carlisle Railway is 11 miles and 1 chain in length, and is laid single, with sidings at each end. Land has, however, been purchased, with a view to doubling the line at a future period; and, as it appears to be the intention of the Company to allow only 5 feet of intermediate space between the lines,—the same space which has now been left between the main line and the sidings, I would beg to recommend that this space should be increased, both in the works that have been executed, and in any further works that may be constructed, to 6 feet.

The permanent way is laid with rails 15 feet long, and weighing 79 lbs. to the yard, in cast-iron chairs, weighing 32 lbs. each as joint chairs, and 21 lbs. each as middle chairs. The chairs are fixed by malleable iron spikes to larch sleepers, 9′ 0″ × 9′ × 5″, placed 3′ 6″ apart on each side of the joint, and 4′ apart in other places. As I am informed that the speed of the passenger traffic, which is likely to be of a limited nature, is not to exceed 20 miles an hour, I am of opinion that this permanent way may be considered as sufficiently substantial.

There are not any bridges under the railway, but there are 17 bridges over it, of 24 feet span each, with cast-iron girders on masonry abutments, which appear to be substantial.

A signal is required at the Carlisle Station, towards Port Carlisle, and the signal for the control of the junction with the Newcastle and Carlisle Railway, is not yet completed; a chockblock is also required for one of the sidings. At Burgh, the only intermediate station, the platforms and house were unfinished; a signal is required to the west, for the protection of the station, and of a branch leading to a neighbouring ballast pit; and wires have to be fixed to a signal which has been erected eastward. The points of the ballast siding are to be kept constantly locked, and the key is to be placed in the charge of the station master at Burgh.

Near the Port Carlisle Station, is a branch leading to the coal-shoots, and, by the present arrangement, the waggons from this branch are brought on the main line, and thence to a siding beyond. Some points require, therefore, to be laid between the present main line and the siding; and the siding being then used as the main line, and *vice versâ*, the waggons may be brought from the drops, independently of the main line. The signal should, in that case, be removed from its present position, at the end of the branch, to the point at which the main line and siding meet, and another signal should be erected at the Port Carlisle Station.

I observed that a small quantity of additional fencing was required at a few places along the line.

For the above reasons, I am of opinion that the opening of the line of the Port Carlisle Dock and Railway Company would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. TYLER,
Captain Royal Engineers.

Port Carlisle Dock and Railway,
SIR, *Manager's Office, Carlisle, June 9, 1854.*

I AM instructed by the Directors of the Port Carlisle Dock and Railway to acknowledge the receipt of your letter of the 6th inst. (No. 1,513), and to state, for the information of the Lords of the Committee of Privy Council for Trade, that the whole of the matters referred to in their inspector's report dated the 2d June will be completed on the 16th inst.

The Directors therefore beg respectfully to request that, in case their Lordships consider it necessary that the line should be again inspected, an inspector may be sent on an early day, so that the company may be enabled to open their line for passenger traffic. At the same time, whilst the Directors have ordered the whole of the existing sidings to be immediately removed to a distance of 6 feet from the main line, they cannot but hope that, if at any future time they should find it necessary to lay a second line of rails, their Lordships will not object to the space between the lines being 5 feet; this distance being in fact 3½ inches more than on the Newcastle and Carlisle Railway, of which this railway is an extension, and over which a much larger traffic passes than can ever be expected on this line, the space between the lines on the Newcastle and Carlisle Railway being only 4 feet 8½ inches.

The Directors are informed that no accident has ever happened on the Newcastle and Carlisle Railway in consequence of being such a distance apart.

INSPECTIONS.

Appendix No. 23.

Port Carlisle Railway.

In reference to a paragraph in the inspector's report, as to the speed of passenger trains, the Directors beg to state that it is not their intention to limit the speed of passenger trains to 20 miles an hour except in passing round the curves. A copy of the rule as to this has been forwarded to your inspector.

I have, &c.
A. PIXTON,
Secretary.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, June 19, 1854.

SIR,

I HAVE the honour to enclose herewith, a letter from the engineer, reporting the completion of the requirements detailed in my report of the 2d June, on the subject of my inspection of the Port Carlisle Railway; and a letter from the manager of that railway, stating that only one engine will be worked on the line at a time, and that the average speed of all trains will be limited to 20 miles per hour.

Under these circumstances, I beg to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the Port Carlisle Railway may be opened without danger to the public using the same.

I have, &c.
H. W. TYLER,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Port Carlisle Dock and Railway Company,
Manager's Office, June 16, 1854.

SIR,

THE various requirements mentioned in your report of the 2nd June, and detailed below, have now been completed.

The sidings have been removed to six feet clear of the main line.

The two signals at Carlisle and the chockblock are completed.

At Burgh the new signal has been put up, and the wires to work the old signal have been added. The platform has been filled up, and the house is in a forward state.

The alterations of the main lines, siding, and signals at Port Carlisle, as specified in your report, and the new signal at the station, are completed.

The additional fencing has been put up.

I am, &c.
W. B. WORTHINGTON.

Captain Tyler, R.E.
&c. &c.

Port Carlisle Dock and Railway Company,
Manager's Office, June 16, 1854.

SIR,

IN answer to your favour of the 12th inst. I am instructed by the Directors of this Railway to inform you that it is not their intention to allow more than one engine to work on the line at one time.

In reference to the speed of trains, the Directors are willing, on your recommendation, to limit the average speed of all trains to 20 miles an hour.

I have, &c.
A. PIXTON.
Secretary.

Captain Tyler, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, June 19, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received a further report of the officer appointed by their Lordships to inspect the Port Carlisle and Dock Railway.

My Lords having considered that report, and the letter from the Manager of the Company enclosed therein, stating that only one engine will be worked on that line at a time, and that the average speed of all trains will be limited to 20 miles an hour, desire me to acquaint you that, on the condition that the line will be so worked, they do not object to its being opened for the public conveyance of passengers.

I am, &c.
JAS BOOTH.

The Secretary of the
Port Carlisle Railway and Dock Company.

Appendix No. 24.

SCOTTISH MIDLAND JUNCTION RAILWAY.

Railway Department, Board of Trade,
Whitehall, October 26, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer of his inspection of the Kirriemuir branch of the Scottish Midland Junction Railway.

Upon consideration of that report, my Lords direct the Scottish Midland Junction Railway Company to postpone the opening of the said branch for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.
James Booth.

The Secretary of the
Scottish Midland Junction Railway Company.

Stirling, October 24, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 19th instant, I have this day inspected the Kirriemuir branch of the Scottish Midland Junction Railway.

This branch is about 3 miles in length, and forms a junction with the main line 4 miles to the south of Forfar. The line is single, and is much curved, the curves being in some cases sharp.

The works are not heavy; there is only one bridge under the railway, a timber bridge of 15 feet span, on masonry abutments; and this, as well as two masonry culverts, appears to be substantially constructed.

I observed, however, the following requirements:—

The junction distant signals to be placed at a greater distance from the junction, and the three levers by which they are worked to be brought together;

Signals to be placed so as to be worked by wires in each direction from the public road level crossing;

A pair of facing points to be taken out at Kirriemuir Station;

Bulk-heads to be added, and chock blocks to the sidings, at Kirriemuir Station.

And I am therefore of opinion, that the opening of the Kirriemuir Branch of the Scottish Midland Junction Railway, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.
H. W. Tyler,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Scottish Midland Junction Railway,
Secretary's Department, Perth, October 27, 1854.

Sir,

I hereby certify, on behalf of this Company, that only one engine will be used for working the traffic on the Kirriemuir branch, and that the speed of the trains will not exceed the rate of 25 miles per hour.

I am, &c.
Samuel N. Thompson,
Secretary.

The Secretary of the
Railway Department, Board of Trade.

Kirriemuir Branch, Scottish Midland Junction Railway,
Secretary's Department, Perth, October 27, 1854.

Sir,

I have received yours of yesterday, with copy of a report by the Lords of the Committee of Privy Council for Trade from their inspecting officer, and postponing the opening of this branch for one calendar month.

I am, &c.
Samuel N. Thompson,
Secretary.

James Booth, Esq.
&c. &c.

Railway Department, Board of Trade,
Whitehall, October 31, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th instant, certifying that only one engine will be used for working the traffic on the Kirriemuir branch, and that the speed of the trains will not exceed the rate of 25 miles per hour.

Inspections.

Appendix No. 24.

Scottish Midland Junction Railway.

My Lords cannot, however, approve of this line being opened for public traffic, until the requirements of the inspecting officer in other respects shall have been complied with.

I am, &c.

The Secretary of the
Scottish Midland Junction Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, November 20, 1854.

Sir,

In reference to your letter of the 14th instant, appointing me to re-inspect the Kirriemuir branch of the Scottish Midland Junction Railway, I have the honour to enclose, for the information of the Lords of the Committee of Privy Council for Trade, a letter which I have received from the engineer of the branch, by which it will be seen that the requirements referred to in my report of the 24th ultimo have been completed.

I return, at the same time, the letter from the secretary of the Scottish Midland Junction Railway Company, addressed to yourself and referred to me, in which it is stated, that only one engine will be used for working the traffic on the Kirriemuir branch, and that the speed of the trains will not exceed 25 miles an hour.

Under these circumstances, I am enabled to report my opinion that the branch in question may be opened without danger to the public using the same; and it will probably not, therefore, be necessary that I should carry out the instructions contained in your letter of the 14th instant, to re-inspect the branch.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Chambers, 78, George Street, Edinburgh,
Kirriemuir Branch, November 15, 1854.

Sir,

I beg to inform you, that the branch is now ready for opening; all that you required to be done at your late inspection has been completed, and I will be glad if you can get the authority of the Lords of the Committee of the Privy Council to allow the line to be opened without delay.

I beg to apologise for not being present when you inspected the line, but it was owing to want of notice.

I am, &c.

Captain Tyler, R.E.
Railway Department, Board of Trade, Westminster.

Thomas Burch.

Railway Department, Board of Trade,
Whitehall, November 20, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received a further report from the officer appointed by their Lordships to inspect the Kirriemuir branch of the Scottish Midland Junction Railway; and that their Lordships no longer object to the branch in question being opened for the public conveyance of passengers, provided that only one engine for conducting the traffic be used at the same time, and that the speed of the trains be restricted to 25 miles an hour, in conformity with the undertaking given in your letter to this department of the 27th ultimo.

I am, &c.

The Secretary of the
Scottish Midland Junction Railway Company.

James Booth.

Appendix No. 25.

South Yorkshire Railway.

Appendix No. 25.

SOUTH YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 19, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the portions of the South Yorkshire Railway extending from near Aldham to the Midland Railway near Brightside, and from the South Yorkshire line to the Midland Railway near Swinton.

Upon consideration of that report, my Lords direct the South Yorkshire Railway Company to postpone the opening of the said portions of railway for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.
James Booth.

The Secretary of the
South Yorkshire Railway Company.

Sir, *Hull, June* 17, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected the portions of the South Yorkshire Railway extending from near Aldham to the Midland Railway near Brightside, and from the South Yorkshire line to the Midland line near Swinton, in compliance with the instructions contained in your letter of the 7th instant.

The former portion is about 11¼ miles in length, and I observe that there is a lateral deviation for 3 chains, outside the limits of deviation allowed in the Parliamentary plans, at 11 miles from the fixed point. The line is single, but I have not been furnished with any rules for working it; in fact, I believe that the rules have not yet been arranged by the Company.

A distant signal is required on the mineral branch to Worsborough, which joins the South Yorkshire Railway and the new portion, at Aldham junction; and signals, and distant signals are required at—

A colliery siding ¾ mile from Aldham,
Allspitt's colliery siding,
Dark cliff public road level crossing, and
Westwood colliery siding.

A main signal, for this portion, is also required at the junction with the Midland Railway.

There are 15 bridges under, and six over the railway, of spans varying from 8 to 35 feet: the greater part of these are composed of timber, a few of masonry, and one under bridge of cast iron girders on masonry abutments. I have not yet received the drawings of this last but I am satisfied with the substantial character of the remainder.

There are two viaducts,—the Aldham and the Blackburn viaducts. One of the openings of the former has a span of 19 feet on the square, and 41′ 6″ on the skew, and I have recommended that means should be taken for rendering it more secure than it appears to be at present: the remaining spans of these viaducts do not exceed 19 feet, and they appear to be sufficiently substantial.

In regard to the other portion, which is only 75 chains in length, and extends from the Adwick crossing of the South Yorkshire Railway to the Midland Railway near Swinton, I have to remark, that signals are wanted in each direction from the Adwick crossing—that the line is single for about half the distance, and double for the other half which appears to be objectionable, and for the working of which no rules have as yet been prepared—and that the meeting points on the Midland Railway have not been put in which is perhaps, however, a proper precaution, until the line shall be ready for opening.

For the reasons above stated, I am of opinion that the opening of the portions of the South Yorkshire Railway, extending from near Aldham to the Midland Railway near Brightside, and from the South Yorkshire line to the Midland line near Swinton, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.
H. W. Tyler,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Sir, 3, *Park Street, Westminster, July* 6, 1854.

We beg to enclose you the regulations under which the Sheffield and Swinton Branches of the South Yorkshire Railway and River Dun Company are proposed to be worked. These were required by the report upon the survey of the line.

We shall feel obliged by your acknowledging the receipt.

We have, &c.
Baxter, Rose, & Norton.

Captain Simmons, R.E.
&c. &c.

South Yorkshire Railway and River Dun Company.

Sheffield Branch (Aldham to Brightside), and Swinton Branch.

REGULATIONS FOR WORKING.

In addition to the rules and regulations under which the main line is worked, namely, the same as those adopted by the Great Northern the following rules and regulations will apply to the Brightside and Aldham line:—

1st. No trains will be allowed to work over this line except those entered on the working time tables.

Inspections.

Appendix No. 25.

South Yorkshire Railway.

2d. Passing places being provided at the Aldham and Brightside ends, and in the middle of the line at Westwood, having signals and distant signals, the signalmen will be furnished with such working time tables; and no train must on any account be allowed to pass Westwood, in the direction of Aldham or Brightside, if a train coming in a contrary direction is due there within an hour of the then time; and no train must be allowed to pass Aldham or Brightside, towards Westwood, within half an hour of the time a train coming in a contrary direction is due at Westwood.

The following rules will apply to the Swinton branch:—

The branch being provided with a passing place near its junction with the Midland Railway, no train will be allowed to work along such line, except such as are set down in the working time table, and no train will be allowed to leave if a train is due at the other end of the branch, in the contrary direction, within a quarter of an hour of the then time.

MEMORANDUM.

I DO not consider that these rules are calculated to ensure the safety of the public,—

1st. Because I do not think they can be adhered to, as it would probably be necessary to ballast, repair, or execute works upon the line at irregular times, and other trains would, in those cases, be run, besides those in the regular working time tables, or the time tables would be subject to continual alteration, and the safety of the traffic would depend upon the foresight of the person by whom they were altered.

2d. Because a difference in the watches of the Company's servants might lead to a collision.

3d. Because no provision is made for the guidance of the Company's servants in case of prolonged accidental detention of trains.

H. W. TYLER,
Captain Royal Engineers.

July 7, 1854.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

GENTLEMEN,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th instant, transmitting the proposed regulations for working the "Sheffield" and "Swinton" branches of the South Yorkshire Railway and River Dun Company.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

Messrs. Baxter, Rose, & Norton.

Railway Department, Board of Trade,
Whitehall, July 17, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to re-inspect the portions of the South Yorkshire Railway extending from near to Aldham to the Midland Railway near Brightside, and from the South Yorkshire Railway to the Midland Railway near Swinton.

My Lords, having considered that report, direct the opening for public traffic of the above-mentioned portions of the South Yorkshire Railway to be postponed for a further period of one calendar month from this date.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
South Yorkshire Railway and River Dun Company.

Railway Department, Board of Trade,
Whitehall, July 15, 1854.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 10th instant, I re-inspected, yesterday, the portions of the South Yorkshire Railway extending from near Aldham to Brightside, and from the South Yorkshire line to the Midland line near Swinton.

Since my previous inspection of this line, I have received drawings of the cast iron arched girders referred to in my report of the 27th ultimo, and I have again tested the bridge on which they are employed. I estimate the compression on the minimum section of each of these girders at 1·1 tons per square inch, under the heaviest loads that could be placed on them in the course of traffic; and, as the deflection at the centre was less than $\frac{1}{16}''$, and the movement at the haunches was very slight, I have every reason to believe that this bridge is sufficiently strong.

The Aldham viaduct has not yet been strengthened, and the signals enumerated in my report of the 17th ultimo, as required between Aldham and Brightside, have not yet been supplied.

In regard to the portions of railway near Swinton, I have to remark that the necessary signals at the Adwick crossing are still wanting, and that an additional main signal, to be used for the branch, is required at the junction with the Midland Railway.

For these reasons, I am of opinion that the opening of the portions of the South Yorkshire Railway extending from near Aldham to the Midland Railway near Brightside, and from the South Yorkshire line to the Midland line near Swinton, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

In reference to the regulations for working these portions of the South Yorkshire Railway, as furnished by the Company's solicitor in his letter of the 6th inst., I beg to report that I do not consider them such as would secure the safety of the public, because I believe, either that they must, on certain occasions, be broken through, as, for instance, when it might become necessary to run additional trains for the purpose of ballasting, altering, or repairing the line, or that they would lead to the practice of correcting the working time tables so as to suit contingencies, in which latter case the safety of the public would, in a measure, depend upon the foresight of the person by whom the time tables were so corrected. It would also appear, that, under these regulations, a difference in the watches or clocks used by the servants of the Company might be the means of producing a collision.

I have communicated to the engineer of the Company my objections to these regulations, and I understand that they are to be amended.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 15, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from the officer appointed by them to re-inspect the South Yorkshire Railway from near Aldham to Brightside, and from the main line of the South Yorkshire Railway to the Midland Railway near Swinton.

Upon consideration of that report, my Lords direct the opening of the portions of railway above specified to be postponed for the further period of one calendar month from this date.

I am, &c.

The Secretary of the
South Yorkshire Railway and River Dun Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, August 10, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have re-inspected the portions of the South Yorkshire Railway near Swinton and Aldham, in compliance with the instructions contained in your letter of the 5th instant.

I find that the viaduct near Aldham has been strengthened by the addition of eight baulks of timber, with wrought iron tension straps and cross girders of cast iron, and I do not now apprehend any danger from it; but I observe that the signal arrangements are still incomplete at the siding to the Wombwell colliery, at the public road level crossings, and at the Pilley colliery siding, as well as on the portion of railway near Swinton; and I am therefore of opinion that the opening of the South Yorkshire Railway between the junction near Aldham and that near Brightside, and of the portion near Swinton, would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 29, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, having received a further report from their inspecting officer relative to the portion of the South Yorkshire Railway extending from Aldham to Brightside, their Lordships no longer object to that part of the line being opened for the purposes of public traffic.

I am, &c.

The Secretary of the
South Yorkshire Railway Company.

James Booth.

INSPECTIONS.

Appendix No. 25.

South Yorkshire Railway.

Railway Department, Board of Trade,
Whitehall, August 28, 1854.

SIR,

IN reference to my report of the 10th instant, I have the honour to enclose a letter which I have received from the engineer of the South Yorkshire Railway, stating that all the requirements therein referred to have been satisfied, and I beg to report, for the information of the Lords of the Committee of Privy Council for Trade, that, under these circumstances, I am of opinion that the portion of the South Yorkshire Railway extending between Aldham and Brightside may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department, Board of Trade,

H. W. TYLER,
Captain Royal Engineers.

SOUTH YORKSHIRE BRANCH.

SIR,

Rotherham, August 26, 1854.

I BEG to certify that the several signals you desired to be put down on the line and its junctions between Aldham and Brightside are all complete in manner you requested, and in working order, and as we are very desirous to open the line on the 1st September, I shall be greatly obliged if you would favor me with a line to say we may make the necessary preparation for so doing.

I have, &c.

Captain Tyler, R.E.

C. BARTHOLOMEW.

Railway Department, Board of Trade,
Whitehall, September 12, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that, having received a further report from the officer appointed by them to re-inspect the portion of the South Yorkshire Railway extending from the main line to Swinton, they no longer object to its being opened for public traffic.

I am, &c.

The Secretary of the
South Yorkshire Railway Company.

JAMES BOOTH.

Railway Department, Board of Trade,
Whitehall, September 11, 1854.

SIR,

I HAVE the honour to enclose two letters which I have received from the engineer of the South Yorkshire Railway, the one reporting that the requirements referred to in my report of the 10th ultimo have been completed, as regards the Swinton branch; and the other enclosing the regulations by which it is now intended to work both the Swinton branch and the line between Aldham and Brightside, which latter was further reported on in my letter of the 28th ultimo.

Under these circumstances, I beg to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion that the portion of the South Yorkshire Railway extending from the South Yorkshire line to the Midland line near Swinton may be opened without danger to the public using the same.

I have, &c.

The Secretary of the
Railway Department Board of Trade.

H. W. TYLER,
Captain Royal Engineers.

Rotherham, September 7, 1854.

SIR,

I BEG to certify, with respect to the branch from the South Yorkshire Railway at Adwick crossing to the Midland Railway near Swinton, that we have done what is required, and that the signals are all completed as you desired.

I am, &c.

Captain Tyler, R.E.
Railway Department, Board of Trade.

C. BARTHOLOMEW.

SOUTH YORKSHIRE RAILWAY.

Rotherham, July 17, 1854.

DEAR SIR,

THE enclosed rules will perhaps be considered more satisfactory for the working of the Aldham and Brightside line of the South Yorkshire Railway, than those previously sent.

I am, &c.

H. W. Tyler, Esq.
Railway Department, Board of Trade.

C. BARTHOLOMEW.

Rules for working the North and South Line from Brightside to Aldham.

It being a single line.—

That the line be divided into two districts, and one travelling porter allocated to each; and

That no engine be allowed to pass over either of those districts without the travelling porter belonging to the district travelled over being with such engine.

The following Rule to apply to the Swinton Line.

That a travelling porter be allocated to the Swinton Branch, and

That no engine be allowed to travel over that branch, in either the one or the other direction, without such travelling porter being with such engine.

Appendix No. 26.

WATERFORD AND LIMERICK RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 30, 1854.

Sir,

I am directed by the Lords of the Committee of the Privy Council for Trade to transmit to you the inclosed copy of a report of the Officer appointed by their Lordships to inspect the portion of the Waterford and Limerick Railway extending from the temporary terminus at Dunkitt to the terminus at Waterford.

Upon consideration of that report, my Lords direct the Waterford and Limerick Railway Company to postpone the opening of the portion of line referred to for the public conveyance of passengers for a period of one calendar month from this date.

I am, &c.

The Secretary of the
Waterford and Limerick Railway Company.

Jas. Booth.

August 29, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the extension of the Waterford and Limerick Railway, from their temporary terminus at Dunkitt to the terminus at Waterford, a distance of 1½ miles, and I have to report that I found the station and permanent way leading into it incomplete; and I must therefore state that, owing to the incompleteness of the permanent way and works, I am of opinion that the line from Dunkitt to Waterford cannot be opened without danger to the public using the same.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Major R.E.

September 6, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that yesterday I re-inspected the extension of the Waterford and Limerick Railway from Dunkitt to Waterford, and I have to report that the terminal station is now complete, and in my opinion the extension of the line from Dunkitt to Waterford may be opened without danger to the public using the same.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Major R.E.

Railway Department, Board of Trade,
Whitehall, September 7, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, having received a report from the officer appointed by them to re-inspect the portion of the Waterford and Limerick Railway extending from Dunkitt to Waterford, their Lordships no longer object to its being opened for public traffic.

I am, &c.

The Secretary of the
Waterford and Limerick Railway Company.

Jas. Booth.

Inspections.

Appendix No. 27.

Wycombe Railway.

Appendix No. 27.

WYCOMBE RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 26, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Wycombe Railway, and to inform you that for the reasons therein stated my Lords direct that the opening of the Wycombe Railway for the purposes of public traffic be postponed for a period of one calendar month from this date.

I am, &c.

The Secretary of the Wycombe Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 26, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the Wycombe Railway, in compliance with the instructions contained in your letter of the 20th instant.

This line extends from a junction with the Great Western Railway, about $1\frac{1}{4}$ miles to the west of Maidenhead, to High Wycombe. It is about 10 miles in length, and is laid single, with sidings at some of the stations.

At 2 miles from the fixed point, there is a deviation, outside the limits allowed in the Parliamentary plans, but which is stated to be made with the consent of the landholders; and there are several deviations from the gradients authorized in the Parliamentary sections.

The description of rails employed on the permanent way are those known as "Barlow's rails." Their average length is 19 feet, their weight per yard lineal is $90\frac{1}{2}$ pounds, and their section is 12″ across. The ballast is of a good description.

There are two bridges under the railway, composed of wrought-iron girders on brick abutments, of spans of 41 and 52 feet, respectively. The greatest deflection which I obtained from any of the girders was $\frac{1}{8}$ of an inch, with an engine not, however, of the heaviest construction. There are 14 other bridges, over and under the railway, of spans varying from 14 to 54 feet, four of which consist of timber tops on brick abutments, and the remainder of which consist of brick arches.

There are also two viaducts, carrying the railway over the river Thames, and an adjoining meadow which is subject to heavy floods. These are constructed of timber, and supported on piles; and there are altogether 16 openings in them, of spans varying from 16 to 42 feet.

These, as well as all the other works which have been completed on the railway, appear to be sufficiently substantial, and in a satisfactory condition.

The arrangements at the junction with the Great Western Railway, near Maidenhead, do not appear to be yet in a satisfactory condition: a distant signal is required on the main line towards the east, and it would seem to be desirable that this, as well as the other junction signals, should be worked from some point at which the levers should be collected. Under the present circumstances, the junction signalman is obliged to cross both the main line and the branch, in order to work the three main signals; and he has also to go a further distance of 310 yards, to work the switches communicating with the main line, which may, perhaps, be avoided. I am not, however, as yet, aware of the mode in which the Great Western Railway Company propose to work the junction, and I am unable to communicate with them on the subject before sending in this report, as I am obliged to proceed to Derby on other duties, without loss of time.

I observed that a few chockblocks are required to be fixed on some of the sidings of the Wycombe Railway, but I am informed that they have been prepared for the purpose.

For the reasons above stated, I am of opinion that the opening of the Wycombe Railway would, by reason of the incompleteness of the works, be attended with danger to the public using the same.

I have not yet received from the Great Western Railway, by whom this line is, I understand, to be leased and worked, a copy of the regulations under which they propose to work the single line.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Sir,

18, *Duke Street, Westminster, July 28*, 1854.

Having been applied to by Captain Tyler, to inform him of the manner in which the Great Western Railway Company propose to work the Wycombe Railway as a single line, I am authorized to state that, they will work the same with those precautions which

they have hitherto successfully adopted on single lines, and principally the working of only one engine on the line at any one time.

I beg also to state, that the additional signal for the down line, at the junction, has been ordered and shall be fixed, and the connections made between the other signals, in the manner suggested in Captain Tyler's report.

With these assurances, I have to request the sanction of the Board of Trade to the opening of the Wycombe Railway on Tuesday next, as proposed.

I am, &c.
I. K. Brunel.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, July 28, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of Mr. Brunel's letter of the 28th instant, stating the manner in which the Great Western Railway Company propose working the Wycombe Railway, and to inform you that my Lords no longer object to the opening of the Wycombe Railway for the purposes of public traffic.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Wycombe Railway Company.

NEW LINES OF RAILWAY, THE OPENING OF WHICH WAS NOT POSTPONED, BUT ALLOWED UPON CONDITIONS.

Appendix No. 28.

ABERDEEN RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 3, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a report by Captain Tyler, R.E., of his inspection of the Aberdeen Railway, from the present station at Ferryhill to the new station at Guild-street, and to inform you that, provided the recommendation of the inspecting officer as to watching the bridge therein mentioned be carefully attended to, and provided the portion of the down line of railway therein specified be worked in such a manner, that a travelling porter shall accompany every train moving over it, my Lords will not object to its being opened for public traffic.

I am &c.
Douglas Galton,
Captain Royal Engineers.

To the Secretary of the
Aberdeen Railway Company.

Aberdeen, August 1, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the portion of the Aberdeen Railway that extends from the present station at Ferryhill to the new station at Guild-street, in compliance with the instructions contained in your letter of the 24th ult.

This portion is about three-quarters of a mile in length, and is principally carried upon brick arches, which appear to be substantially constructed.

The railway crosses the turnpike road about half-way between the two stations, upon three cast iron arched girders, the centre one of which has, therefore, to bear half the weight of the whole load which can be brought upon the bridge at any one time. I tested these girders with four engines, and the greatest deflection that I obtained in the centre of the middle rib was three-eighths of an inch. I estimate the greatest strain that can be brought upon the minimum section at less than two tons per square inch; but I observed a tendency to open at the lower portion of the crown of the arch, and I would, for this reason, beg to suggest that the bridge should be carefully watched by the engineer of the line.

As it has not yet been considered expedient to remove the platform of the old station, the Deeside Railway still runs into the down main line; and the trains to the Deeside Railway from the new station are, therefore, obliged to run up the down main line for about three-quarters of a mile. The Company propose, however, to appoint a travelling porter to this part of the line, and not to permit any train to pass on to it, in either direction, unless accompanied by him.

Inspections.

Appendix No. 28.

Aberdeen Railway.

Under these circumstances, I beg to report, that I am of opinion that the portion of the Aberdeen Railway extending between Ferryhill and Guild-street, may be opened without danger to the public using the same.

I am, &c.
H. W. Tyler,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 29.

Dublin and Belfast Junction Railway.

Appendix No. 29.

DUBLIN AND BELFAST JUNCTION RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 24, 1854.

Sir,

I am directed by the Lords of the Committe of Privy Council for Trade to forward to you the accompanying extracts from the report of the officer appointed by their Lordships to inspect the second line of rails on the Dublin and Belfast Junction Railway, between Dundalk and Mount Pleasant.

My Lords having considered the report of their inspecting officer, direct me to inform you that, provided the line is worked in accordance with the regulations mentioned in the report, their Lordships have no objection to this portion of the railway being opened for the purposes of public traffic.

I have, &c.
Douglas Galton,
Captain Royal Engineers.

To the Secretary of the
Dublin and Belfast Junction
Railway Company.

Railway Department, Board of Trade,
Whitehall, February 23, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I inspected the second line of rails on the Dublin and Belfast Junction Railway, between Dundalk and Mount Pleasant, on the 15th instant, in compliance with the instructions contained in your letter of the 8th instant.

The Dublin and Belfast Junction Railway is a single line; and the Dundalk and Mount Pleasant Stations, which are about three miles apart, are both used as crossing places for up and down trains, one train being placed in a siding whilst the other passes, at each station. The line has now been doubled between Dundalk and Mount Pleasant, in order that the trains may cross each other without invariably stopping.

The new portion has been laid with rails averaging 20′ long, and 12″ wide, and weighing 92lbs. to the yard, of the description known as Mr. W. H. Barlow's patent. Ties of stout iron have, in some places, been introduced under each joint only; but, in other parts of the line, intermediate ties have been added.

The works and bridges were all constructed previously to the opening of the single line in 1850. They appear to be substantial, and to have stood well, with the exception of the bridge at 2 miles 29·37 chains from the fixed point at Dundalk, which carries a heavy embankment, 60 feet high, over a road. The abutments of this bridge have bulged in to a certain extent. I was not able to obtain any positive account as to when this had occurred, but I would beg to direct the attention of the Company's engineer to the circumstance.

I regret that I have been prevented from forwarding this report at an earlier date, in consequence of the regulations for working the traffic not having been furnished to me. I have now, however, to report for their Lordships' information, my opinion, that the second line of rails on the Dublin and Belfast Junction Railway, between Dundalk and Mount Pleasant, may be opened without danger to the public using the same, provided neither the up nor the down trains are permitted to leave the double line, until the trains passing in the contrary direction have crossed the junction from the single to the double line.

I am, &c.
H. W. Tyler,
Lieut. R. E., Inspector of Railways.

To the Secretary of the
Railway Department, Board of Trade.

Appendix No. 30.

DUBLIN AND WICKLOW RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 6, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Dublin and Wicklow Railway between Dublin and Dundrum, and from Dalkey to a junction with the main line at Shanganagh.

My Lords, having considered that report, do not object to the said portions of railway being opened for the purposes of public traffic, upon the understanding that the single line between Dublin and Bray and Dalkey and Bray be worked in the manner therein specified.

I am, &c.
Douglas Galton,
Captain Royal Engineers

The Secretary of the
Dublin and Wicklow Railway Company.

Railway Department, Board of Trade,
Whitehall, July 5, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected two portions of the Dublin and Wicklow Railway, viz., from Dublin to Dundrum, three miles in length, and from Dalkey to a junction with the main line at Shanganagh, 1 mile 40 chains from Bray, the latter portion being six miles in length; both lines are laid single, with works for a double line.

I found the permanent way well laid, and the works in connexion therewith complete and of sufficient strength, and I am of opinion that the two portions of line I have named may be opened without danger to the public using the same.

With reference to working the traffic over the single lines between Dublin and Bray and Dalkey and Bray, the Company propose working each portion with a single engine, and over the part between the junction at Shanganagh and Bray common to the two lines they will either appoint a travelling porter to accompany every train or else convoy each train with a pilot engine. I enclose an undertaking from the secretary of the Company to this effect.

I am, &c.
Geo. Wynne,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

25, *Upper Merrion Street, Dublin,*
July 4, 1854.

Sir,

In reference to the working of this line between Dublin and Bray and Dalkey and Bray, I am instructed to state that it is proposed to work the traffic of each line by a separate engine, and that at the point of junction of the two lines at Shanganah (1 mile and 40 chains from Bray) it is proposed that a travelling porter shall at all times accompany each engine, or that a "pilot engine" shall convoy each train between the junction and Bray station.

I have, &c.
Rich. M. Muggeridge,
Secretary.

Major Wynne, R.E.,
Inspector of Railways.

Appendix No. 31.

EASTERN COUNTIES RAILWAY—(NORTH WOOLWICH DEVIATION).

Railway Department, Board of Trade,
Whitehall, July 17, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the deviation of the North Woolwich Branch of the Eastern Counties Railway.

My Lords, having considered that report, do not object to the portion of the railway in question being opened for the purpose of public traffic, on condition that the single line of railway is worked in the manner therein specified.

Inspections.

Appendix No 31.

Eastern Counties Railway.

My Lords at the same time direct me to request you to call the attention of the Directors of the Eastern Counties Railway Company to the recommendation of the inspecting officer, that the old line near Bow Creek should be removed, and my Lords trust that the Directors will adopt this recommendation.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 17, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that, on the 15th instant, I inspected a deviation of the North Woolwich Branch of the Eastern Counties Railway, 1 mile 73 chains in length.

The deviation commences near Bow creek, and is made to the north of the present line for the purpose of avoiding crossing the Victoria Docks, now constructing, at an inconvenient point; the deviation is at present laid with but a single line of rails, and in order to secure the safe working of the traffic over it, the Company undertake to keep but one engine on it, or to work over it with a pilot man: either plan will secure the desired object. I annex a letter from the secretary of the Company guaranteeing one or other mode of working. There are no works on the line except some timber culverts, which are of sufficient strength, and I am of opinion that the single line of rails on the deviation may be opened without danger to the public using the same.

The Company propose retaining part of the old line near Bow Creek as a coal siding, but I would recommend that simultaneously with the opening of the deviation line, the junction with the old line at the Woolwich end should be removed in order to guard against the possibility of trains being run over the old portion.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Major Royal Engineers.

Eastern Counties Railway, Secretary's Office,
Bishopsgate Station, London, July 15, 1854.

Sir,

With reference to the opening of the North Woolwich deviation line, I am instructed to inform you, that, during the short time (not exceeding a fortnight) that the same will be a single line, it will be worked by one engine, or by one pilot man who will accompany each engine, between North Woolwich and Barking Road Stations.

I am, &c.

Major Wynne, R.E.
Railway Department, Board of Trade.

J. Owen,
Secretary.

Appendix No. 32.

London, Tilbury, and Southend Railway.

Appendix No. 32

LONDON, TILBURY, AND SOUTHEND RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 31, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received from their inspecting officer a report of his inspection of the extension of the London, Tilbury, and Southend Railway, extending from Tilbury to Stanford Hope.

My Lords having considered that report, direct me to state that they do not object to this portion of railway being opened for the purposes of public traffic, provided that only one engine be used to work the traffic upon the single line.

I am, &c.

The Secretary of the
London and Blackwall Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

July 31, 1854.

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 29th inst. I inspected an extension of the London, Tilbury, and Southend Railway from Tilbury to Stanford, a distance of five miles 19 chains. I found the permanent way, which is laid single, in good order, the bridges of sufficient strength, and all the works on which the safe working of the traffic depends completed; and I am of opinion that the extension of the London, Tilbury, and

Southend Railway, from Tilbury to Stanford, may be opened without danger to the public using the same.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

George Wynne, *Major Royal Engineers.*

P.S. It is intended by the Company to work the traffic over the single line between Tilbury and Stanford with one engine, which will secure the public from the danger of collision. I annex an undertaking to that effect from the manager of the line.

London, Tilbury, and Southend Extension Railway Offices, Fenchurch Street Station, July 29, 1854.

Sir,

With reference to the working of that portion of this railway between the Tilbury Station and Stanford Le-Hope, I beg to inform you that we propose to work the traffic with one engine only, which will take the down trains, wait, and return with the up ones.

I am, &c.

Major Wynne, Royal Engineers, &c. &c.

A. Wightman, *Manager.*

Appendix No. 33.

LONDONDERRY AND ENNISKILLEN RAILWAY.

Railway Department, Board of Trade, Whitehall, August 16, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, of his inspection of the Londonderry and Enniskillen Railway, from Dromore Road to Enniskillen, and to inform you that their Lordships do not object to the portion of line in question being opened for public traffic, provided that the fence referred to in the report be erected previous to the opening, and that only one engine be allowed to work on the line at the same time.

I am, &c.

The Secretary of the Londonderry and Enniskillen Railway.

James Booth.

Sir

Enniskillen, August 14, 1854.

In compliance with the instructions contained in your letter of the 8th instant, I have this day inspected that portion of the Londonderry and Enniskillen Railway extending from the Dromore Road to Enniskillen, a distance of 13 miles 26 chains, and have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that the line is complete for a single line of rails, and the works, permanent way, signals, &c., are all in fair order. The bridges, with the exception of two, and the whole of the culverts have been constructed so as to admit of a second line being added if found necessary.

The line crosses several boggy pieces of ground, and the embankments over them will require to be carefully looked to for some time after any heavy fall of rain.

The level crossings have signals erected, and gates that close the road, but not the railway; the occupation roads are numerous, and are all closed by gates. Boxes are provided for the gatekeepers at the level crossings.

I beg therefore to report that, in my opinion, the line may with safety be opened for public traffic, as soon as certain small portions of fencing at the Enniskillen Station and along the line, which the engineer to the Railway Company has engaged to have completed in the course of the next 48 hours, have been completed, provided the line be worked with only one engine on it at the same time.

I have, &c.

Captain Galton, Royal Engineers, &c. &c. &c.

W. Yolland. *Captain Royal Engineers, and Bt. Major.*

INSPECTIONS.

Appendix No. 34.

Middlesbrough and Guisbrough Railway.

APPENDIX No. 34.

MIDDLESBROUGH AND GUISBROUGH RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 18, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received a report from the officer appointed by them to inspect the Middlesbrough and Guisbrough Railway.

My Lords, having considered the report of their inspecting officer, have directed me to inform you that, provided the use of the electric telegraph is maintained in the manner specified in your letter to Captain Wynne, they do not object to the opening of the line for the purposes of public traffic.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Middlesbrough and Guisbrough
Railway Company.

February 18, 1854.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 14th inst. I inspected the Middlesbrough and Guisbrough Railway, which commences from a junction with the Middlesbrough and Redcar Railway, a few chains east of the Middlesbrough Station, and runs to the town of Guisbrough, a distance of 9 miles 46 chains.

I found the permanent way, which is laid single throughout, in good order, and the platforms and signals complete. There are but two wooden bridges on the line, both of which are of sufficient strength.

The electric telegraph is laid down from one extremity of the line to the other, and I annex a letter from the secretary of the Company undertaking that no passenger train shall be permitted to leave any station until a telegraphic message is received from the next station, reporting the line to be clear. This precaution being enforced, I am of opinion that the line may be opened without danger to the public using the same.

I am, &c.
GEORGE WYNNE,
Captain Royal Engineers.

To the Secretary of the Railway Department,
Board of Trade, Whitehall.

Middlesbrough and Guisbrough Railway,
Secretary's Office, Darlington,
February 15, 1854.

SIR,

I BEG to inform you that no passenger trains will be allowed to leave any of the stations on this Company's line until a telegraphic message is received from the next station, reporting the line to be clear.

I have, &c.
DAVID DALE,
Secretary.

Captain Wynne, Royal Engineers.

Appendix No. 35.

Somerset Central Railway.

APPENDIX No. 35.

SOMERSET CENTRAL RALWAY.

Railway Department, Board of Trade,
Whitehall, August 24, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the Somerset Central Railway.

My Lords, having considered that report, desire me to say that they do not object to the opening of the railway as a single line, provided it be worked with one engine only at the same time.

I am also to call the particular attention of the Directors to that part of the inspecting officer's report where it is recommended that, until the line be consolidated, engines of a light description only should be used.

I am, &c.
JAMES BOOTH.

The Secretary of the
Somerset Central Railway Company.

Inspections.

Railway Department, Board of Trade,
Whitehall, August 23, 1854.

Sir,

Appendix No. 35.

Somerset Central Railway.

I have the honor to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that yesterday I inspected the Somerset Central Railway, which commences at the Highbridge Station of the Bristol and Exeter Railway and extends to Glastonbury, a distance of 12 miles 28 chains.

I found the line, which is laid single throughout, in good order; the bridge of sufficient strength, and the other works sufficiently advaneed to secure the safety of the public. The line throughout the greater part of its length passes over a deep formation of peat, which in some places presented great difficulties to the formation of the line. I made particular inquiries as to the plans adopted to overcome the impediments which the nature of the soil presented, and I feel satisfied, according to the explanations that were given to me, that the plans adopted are judicious and offer every security to the future stability of the line. I think it necessary, however, to suggest that for some time, until the line has been consolidated, that none but engines of a light description should be permitted to travel over it. This precaution being adopted, I am of opinion that the line may be opened without danger to the public using the same.

I enclose the regulations of the Company for working it as a single line, which appear to me satisfactory, as they ensure, as far as orders can do so, that but one engine will be employed on the line at the same time.

I have to draw their Lordships' attention to a deviation in the direction of the railway beyond the Parliamentary limits; the deviation commences at 7 miles 10 chains, when the line takes the south side of the Glastonbury Canal, and continues to keep it to the terminus, instead of going on the north side, as the plans show that it should do. It is stated to me that the deviation has been made with the consent of the landowners, and for the purpose of affording more accommodation to the local traffic.

I am, &c.

George Wynne,
Major Royal Engineers.

The Secretary,
Railway Department, Board of Trade.

NEW LINES OF RAILWAY, TO THE OPENING OF WHICH NO OBJECTION WAS MADE.

Appendix No. 36.

Appendix No. 36.

Dublin and Belfast Junction Railway.

DUBLIN AND BELFAST JUNCTION RAILWAY.

Railway Department, Board of Trade,
Whitehall, May 1, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected the second line of rails, being the down line of the Dublin and Belfast Junction Railway, between Castle-Bellingham, and Dundalk; and I have to report that I found it properly laid, and I am of of opinion that it may be opened without danger to the public using the same.

I have, &c.

Geo. Wynne,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 37.

Appendix No. 37.

East Anglian Railway.

EAST ANGLIAN RAILWAY.

Railway Department, Board of Trade,
Whitehall, January 31, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I inspected some days since the Watlington Bridge over the river Ouse, on the Wisbeach branch of the East Anglian Railway.

The river is spanned by two wrought iron girders of 290 feet each, which carry the roadway between them; the girders, which are continuous, have between the abutments the support of two piers, which divide the width of the river into three openings of 83 feet each. The length of these spans is just sufficient to admit of two engines and tenders, with which I tested the bridge. The results were, that with these weights the

INSPECTIONS.

Appendix No. 37.

East Anglian Railway.

part of the girder over the end openings deflected one-sixth of an inch, and over the centre opening one thirty-sixth of an inch. These results are sufficiently satisfactory, and I should at once have reported on the work had I been enabled to examine the detailed plans and sections of the bridge, but these have only been supplied to me within a day or two.

I can now report that, in my opinion, the bridge which crosses the Wisbeach branch of the East Anglian Railway over the river Ouse at Watlington may be opened without danger to the public using the same.

I am, &c.
GEO. WYNNE,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 38.

East Anglian Railway.

APPENDIX No. 38.

EAST ANGLIAN RAILWAY.

SIR, *April* 3, 1854.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the bridge over the middle drain of the Wisbeach branch of the East Anglian Railway.

The bridge is constructed to carry but a single line of rails; the span, which is 120 feet, is crossed by two wrought-iron box girders, 132 feet in length and 8 feet deep, 2 feet 5 inches at the top, and 3 feet 3 inches at the bottom. The top is composed of plates of cast-iron $1\frac{1}{2}$ inches thick, with flanches 6 inches deep, giving an area of $57\frac{1}{2}$ inches to meet the compression strain. The bottom flanch of the girder is composed of wrought-iron plates of the aggregate thickness of $1\frac{1}{2}$ inches, giving an area, including that of the $\angle$ irons, of $73\frac{1}{2}$ inches to meet the strain of extension.

I tested the bridge with two heavy engines coupled together at their point ends, the deflection I obtained was ·72 inch; this I consider a satisfactory result. The workmanship of the bridge appeared good; and I am of opinion that it may be opened without danger for the conveyance of the public.

I have, &c.
GEORGE WYNNE,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 39.

Eastern Counties Railway.

APPENDIX No. 39.

EASTERN COUNTIES RAILWAY.

Railway Department, Board of Trade,
SIR, *Whitehall, September* 18, 1854.

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in obedience to their instructions of the 15th inst., I have this day inspected the second line of rails of the Eastern Counties branch or loop line of railway, diverging from the North Woolwich line near Bow Creek to its junction with the same line near Ham Creek, and find that this second line of rails is ready to be connected at both extremities with the main line of rails of the North Woolwich line, as soon as their Lordships' sanction for opening the line has been granted; and when this connection has been made, the facing points at both extremities used for transferring the traffic from the single line of rails already opened to the main lines of the North Woolwich Railway should be removed.

I am therefore of opinion, that the opening of this line of rails for traffic will not be attended with danger to the public.

I have, &c.
W. YOLLAND,
Captain Royal Engineers, and Bt. Major.

Captain Galton, R.E.
&c. &c.

Appendix No. 40.

FURNESS RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 2, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have this day inspected an extension of the Furness Railway to the town of Ulverstone.

The extension is about 1 mile 70 chains in length. The permanent way is laid single, and will, like the portion of which it is the continuation, which is likewise single, be worked in connexion with the electric telegraph.

I found the permanent way well laid, and all the works essential to safety completed; and I am of opinion that the line may with safety be opened for the conveyance of the public.

I am &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Appendix No. 41.

GREAT NORTH OF SCOTLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, November 25, 1854.

Sir,

In obedience to your instructions of the 24th instant, on the letter from the secretary of the Great North of Scotland Railway, in which it is stated that platforms and signals have been completed at Kinaldie, Buchanstone, and Wardhouse, similar to those erected at other stations along that line of railway, at the time of my inspection, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I am of opinion there is no objection to their being opened for public traffic, as proposed by the Great North of Scotland Railway Company, on the 1st December next.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers,
and Bt. Major.

Appendix No. 42.

GREAT WESTERN RAILWAY.

Great Western Railway, London Terminus,
Paddington, May 22, 1854.

Sir,

I am desired by the Directors of this Company to give you the second notice required by Act of Parliament, with reference to the additional rails laid in the Great Western Station at Bristol, and up to the junction with the Bristol and Gloucester line of the Midland Railway Company, viz., that, in their opinion, they are sufficiently completed for the safe conveyance of passengers and ready for inspection.

I am desired at the same time, while giving this formal notice, to intimate that if the Directors are correctly informed that the works upon the line and station of this Company at Bristol have been already inspected and approved for opening by the Officer of the Board of Trade, who inspected the line between Gloucester and the junction at Bristol, they trust that no delay will be necessary before the Midland Company shall be permitted to run their trains into the Great Western Station at Bristol.

I am, &c.

Captain Galton, R.E.
&c. &c.

Chas. A. Saunders,
Secretary.

Railway Department, Board of Trade,
Whitehall, May 30, 1854.

Memorandum in reply to Minute No. 1360, 23d May 1854, referring to the letter from the secretary of the Great Western Railway, giving notice of additional rails being laid in the Great Western Station at Bristol, and up to the junction with the Bristol and

Inspections.

Appendix No. 42.

Great Western Railway.

Gloucester line of the Midland Railway, and that the same is ready for inspection; I have to state that I inspected these rails at the same time that I made the inspection of the additional rails on the Bristol and Gloucester line of the Midland Railway, and that I found them properly laid and in a fit state to be opened for passenger traffic.

Geo. Wynne,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 30 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d inst., giving the second notice of the intention of the Great Western Railway Company to open the rails laid upon the narrow gauge from the Great Western Station at Bristol up to the junction with the Bristol and Gloucester section of the Midland Railway. I am directed by their Lordships to inform you that they have received a report from their inspecting officer stating that this line is in a fit state for traffic, and that therefore my Lords do not object to it being opened for the public conveyance of passengers.

I am, &c.
Douglas Galton,
Captain Royal Engine rs.

The Secretary of the
Great Western Railway Company.

Appendix No. 43.

Great Western Railway.

Appendix No. 43.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, May 25, 1854.

Sir,

In compliance with the instructions contained in your letter of the 18th instant, I have the honour to inform you that I have inspected the lines leading into the new station of the Great Western Railway at Paddington.

I am of opinion that the opening will not be attended with danger to the public.

I have, &c.
Douglas Galton,
Captain Royal Engineers.

James Booth, Esq.
&c. &c.

Appendix No. 44.

Leeds, Bradford, and Halifax Junction Railway.

Appendix No. 44.

LEEDS, BRADFORD, AND HALIFAX JUNCTION RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 29, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 27th instant I inspected the Leeds, Bradford, and Halifax Junction Railway, 8 miles 66 chains in length, which commences from a junction with the Leeds and Dewsbury Branch of the London and North Western Railway near Leeds, and joins the Bradford Branch of the Lancashire and Yorkshire Railway near Bowling, likewise a short branch 1 mile 11 chains from the Leeds, Bradford, and Halifax Junction Railway into Bradford. I found the permanent way of both these lines, which is double, well ballasted and properly laid, the bridge of sufficient strength, and the works connected with the safe working over the lines completed, and I have to report that in my opinion the Leeds, Bradford, and Halifax Junction Railway, with its branch into Bradford, may be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Major Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 45.

LONDON AND NORTH WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, March 18, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 13th instant I inspected a second line of rails (being the down line) on the Buckinghamshire Railway, commencing from the junction with the branch to Banbury and extending to Bicester, and I have to report that I found the second line of rails properly laid, and fit to open for the conveyance of passengers.

I likewise inspected a branch connecting the Buckinghamshire Railway with the Oxford, Worcester, and Wolverhampton Railway. This branch commences at 27 miles 54 chains from Bletchley; it connects with the main line by a fork, so as to suit the traffic in either direction. The length of the branch is 1 mile 40 chains. The permanent way which is laid double I found in good order, and the other works of sufficient strength, and I am of opinion that the branch is in a fit state to open for the conveyance of passengers.

I am, &c.

To the Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Appendix No. 46.

LONDON AND NORTH WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, September 27, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in obedience to their instructions of the 20th instant, I have this day inspected the branch, 26 chains in length, which connects the Buckinghamshire Railway with the main line of the London and North Western Railway at Bletchley. There are no bridges on this branch, and the embankments in which slips have occurred appear now to be properly consolidated; a short portion of fencing yet remains to be done, which Mr. Baker, the engineer, gave directions to have completed this day. The signals are already complete.

I am therefore of opinion, that this branch may be opened with safety for the conveyance of public traffic.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers,
and Bt. Major.

Appendix No. 47.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY (CRYSTAL PALACE BRANCH).

Railway Department, Board of Trade,
Whitehall, April 13, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 10th inst. I inspected the Crystal Palace Branch of the London, Brighton, and South Coast Railway, which is 1 mile 14 chains in length. The branch commences a short distance south of the Sydenham Station; the down line starts from the down Croydon line, and the up line falls into the up Croydon line, without interfering with either of the main lines of railway. I found the permanent way properly laid, and all the necessary works in connexion with it completed; and I am of opinion that the Crystal Palace Branch of the London, Brighton, and South Coast Railway may be opened without danger to the public using the same.

I am, &c.

To the Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Inspections.

Appendix No. 48.

London, Tilbury, and Southend Railway.

Appendix No. 48.

LONDON, TILBURY, AND SOUTHEND RAILWAY.

Railway Department, Board of Trade,
Whitehall, April 13, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that on the 11th instant I inspected a portion of the London, Tilbury, and Southend Railway, commencing from a junction with the Eastern Counties Railway and terminating at Tilbury, a distance of about 20 miles.

The line commences at Ilford, on the Eastern Counties Railway, about seven miles from the Bishopsgate-street Station. I found the permanent way, which is laid double, well ballasted and in good working order, and the platforms, signals, and fencing of the line complete; and I am of opinion that the portion of the London, Tilbury, and Southend Railway between Ilford and Tilbury may be opened without danger to the public using the same.

I have, &c.
Geo. Wynne,
Captain Royal Engineers.

To the Secretary of the Railway Department, Board of Trade, Whitehall.

Appendix No. 49.

Midland Railway.

Appendix No. 49.

MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, May 1, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the railway between Bristol and Stonehouse, on which an intermediate rail has been laid between each of the broad gauge lines to admit of narrow gauge trains running on it, and constituting what is called the mixed gauge. I am of opinion that the third or intermediate rail has been laid in a satisfactory manner, and that the public may be conveyed without danger over the railway between Bristol and Stonehouse, a distance of 31 miles, either in broad gauge or narrow gauge trains.

I have, &c.
Geo. Wynne,
Captain Royal Engineers.

The Secretary to the Railway Department, Board of Trade.

Appendix No. 50.

Monmouthshire Railway.

Appendix No. 50.

MONMOUTHSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, April 13, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I yesterday inspected a second line of rails on the Newport and Pontypool Railway.

The second line of rails which has just been completed on this line is the down line of rails, and extends from the junction of the Newport, Abergavenny, and Hereford Railway, to the terminus at Newport, a distance of about eight miles. I am of opinion that it may be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Captain Royal Engineers.

To the Secretary of the Railway Department, Board of Trade.

Appendix No. 51.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 31, 1854.

Sir,

I have the honour to inform you that in compliance with the order of the Lords of the Committee of Privy Council for Trade, I have inspected the second line of rails on the Oxford, Worcester, and Wolverhampton Railway between Handborough and Charlbury.

This line is laid complete upon the mixed gauge, and is furnished with cross-over roads for both gauges at Charlbury.

I am of opinion that the opening for traffic will not be attended with danger to the public.

I have, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 52.

SAINT HELEN'S CANAL AND RAILWAY.

Railway Department, Board of Trade,
April 24, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected a portion of the St. Helen's Railway extending from a point near the temporary station at Warrington to the permanent station at the same place, which is a joint station with the Warrington and Stockport Railway. The length of the new portion is 45·75 chains.

I am of opinion that the double line of rails above described may be opened without danger to the public using the same.

I am, &c.
George Wynne,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 53.

SOUTH WALES RAILWAY.

Railway Department Board of Trade,
Whitehall, February 27, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the junction between the South Wales Railway and the Taff Vale Railway at Cardiff. The length of the portion forming the junction (which is laid on the narrow gauge) is 15 chains 47 yards; the rails of the narrow gauge are carried for about half a mile beyond the junction with the South Wales line, within the broad gauge rails into the Cardiff Station.

I found the works of the permanent way properly constructed, and the bridges and viaducts of sufficient strength.

Between the junction with the Taff Vale and the Cardiff Station of the South Wales Railway an electric telegraph communication has been established, and no train will be allowed to proceed either way, nor will the signal in connection with the junction be turned off until a communication by means of the telegraph has been made and answered. The signals will always be kept to show danger, except when the signals of one line are turned off in the passage of a train. I annex a sketch showing the signal arrangement.

I am of opinion that the line may be opened without danger to the public using the same.

I am, &c.
Geo. Wynne,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Inspections.

Appendix No. 54.

Warrington and Stockport Railway.

Appendix No. 54.

WARRINGTON AND STOCKPORT RAILWAY.

Railway Department, Board of Trade,
Whitehall, April 24, 1854.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected a double line of rails of the Warrington and Stockport Railway, extending from the joint station of the St. Helen's Railway and the Warrington and Stockport Railway to the temporary station of the latter Company, 326 yards in length; from thence a second line of rails (the up) to Altrincham, a distance of 10 miles; and from that point an extension of a double line of rails 45·27 chains in length, forming a junction with the Manchester South Junction and Altrincham Railway at Timperley.

I found the permament way over the several parts of the line I have described properly laid, and the bridges, some of which are of great magnitude, of sufficient strength; and I am of opinion that the Warrington and Stockport Railway from Warrington to its junction with the Manchester and Altrincham Railway may be opened as a double line without danger to the public using the same.

I am, &c.
Geo. Wynne,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

REFERENCES UNDER GENERAL ACTS.

References under General Acts.

Appendix No. 55.

Byelaws.

Aberdeen Railway.

Appendix No. 55.

Byelaws.

ABERDEEN RAILWAY.

Aberdeen Railway Company,
Aberdeen, May 9, 1854.

Sir,

I beg to enclose, in duplicate, a byelaw to which the Directors of this Company are desirous of obtaining the sanction of the Board of Trade. Gangs of gamblers have for sometime past infested this part of the country, and make a practice of travelling by the trains, inducing unwary passengers to engage with them in play, and invariably fleecing them of their money. Numerous complaints have been made to the Directors, not merely by those who have been duped, but by other passengers who consider that they ought not to be annoyed by such proceedings, and as the law in its present state does not seem to reach these thimblers *so effectually* as to prevent them plying their occupation, it appears to the Directors that passengers at least who choose to complain may be protected by the enforcement of the proposed byelaw.

I am, &c.
George Reith,
Secretary.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, May 23, 1854.

Sir,

With reference to the proposed byelaw for the prevention of gambling in the carriages on the Aberdeen Railway, transmitted in your letter of the 9th instant, I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that their Lordships will be ready to signify their allowance of this byelaw, on transmission of a copy in duplicate under the Company's seal, one of which copies will be recorded in this department, and the other returned to you with the certificate of their Lordships' approval affixed.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Aberdeen Railway Company.

Aberdeen Railway Company,
Aberdeen, May 25, 1854.

SIR,

As requested in your letter of the 23d instant, I now beg to enclose in duplicate, with the Company's seal affixed, copy of the proposed byelaw for the prevention of gambling in the trains on this line. I shall be glad to have one of the copies returned, with the approval of the same by the Lords of the Committee of Privy Council for Trade,

I am, &c.

Douglas Galton, Esq.
&c. &c.

GEORGE REITH,
Secretary.

Railway Department, Board of Trade,
Whitehall, May 29, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, transmitting in duplicate, for the approval of their Lordships, a proposed bye-law of the Aberdeen Railway Company, and I am to return to you one copy with the certificate of their Lordships' approval affixed.

I am, &c.

The Secretary of the
Aberdeen Railway Company,

DOUGLAS GALTON,
Captain Royal Engineers.

ABERDEEN RAILWAY COMPANY.

BYELAW established by the Aberdeen Railway Company.

GAMING is strictly prohibited in the carriages of this Company, and the guards are instructed immediately to remove all parties engaged in playing games of chance of any description. Passengers are requested to give information of any infringement of this rule.

Aberdeen, May 4, 1854.

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, hereby signify their allowance and approval of the above-written byelaw. Signed by order of the Lords of the said Committee, the 27th day of May 1854.

JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

APPENDIX No. 56.

BYELAWS FOR STEAMBOATS.

CHESTER AND HOLYHEAD RAILWAY.

60, *Russell-square, June* 15, 1854.

SIR,

Chester and Holyhead Railway.

WE are desired by the Directors of this Company to lay before you the accompanying byelaws for the regulation of their steamboats, for the approval of the Board of Trade; we send you also the Act of Parliament, in pursuance of which the byelaws are made. We shall be happy to wait on you should you require any further explanation.

Yours, &c.

The Secretary, Board of Trade.

PARKER, HAYES, BARNWELL, and SAUNDERS.

Railway Department, Board of Trade,
Whitehall, June 20, 1845.

GENTLMEN,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, transmitting for approval two copies of the byelaws of the Chester and Holyhead Railway Company for the regulation of the Company's steam boats, and to return to you one copy duly allowed by their Lordships.

I am, &c.

Messrs. Parker, Hayes, & Co.

JAMES BOOTH.

References under General Acts.

Appendix No. 56.

Byelaws for Steamboats.

Chester and Holyhead Railway.

Chester and Holyhead Railway.

Byelaws applicable to the Steamboats.

By virtue of the powers and authorities vested in us by an Act of Parliament passed in the twelfth year of the reign of Her Majesty Queen Victoria, intituled "An Act to enable the Chester and Holyhead Railway Company to purchase, hire, and use steamboats, and for other purposes:" we, the Chester and Holyhead Railway Company, do hereby make the following fifteen byelaws, respectively numbered from 1 to 15, both inclusive:—

1. Any person who shall be intoxicated, or who shall be guilty of any riotous, disorderly, or indecent conduct, or who shall beg or ask for alms, or who shall without being lawfully authorized ply as a porter, or who shall receive or meddle with any of the luggage of any passenger without the permission of such passenger, at or on any of the ships piers, landing places, or premises belonging to or occupied by the Company, and shall by any of these means aforesaid obstruct, impede, or inconvenience the embarkation or disembarkation of any passenger or passengers goods or cattle in or from any vessel used by the said Company under the said Act shall forfeit and pay a sum not exceeding forty shillings.

2. No passenger will be allowed to travel by any of the vessels used by the Company under the said Act without having previously paid his fare.

3. Each passenger, in any of the vessels used by the Company under the said Act, on payment of his fare, shall be furnished with a ticket, which he is to show when required by any one of the officers or servants of the Company, and to deliver up on leaving the vessel upon demand to the collector or other servant of the Company duly authorized to collect tickets, and every passenger who shall refuse to take such ticket, and every passenger who shall neglect or refuse to show or deliver up his ticket as aforesaid, shall forfeit and pay a sum not exceeding twenty shillings, without prejudice to his liability to pay his fare.

4. Every passenger attempting to defraud the Company by travelling in a cabin or part of any vessel used by the Company under the said Act of a superior class to that for which he has paid his fare, is hereby subjected to a penalty not exceeding forty shillings.

5. Every person who shall embark or attempt to embark as a passenger in any of the vessels used by the Company under the said Act after such vessel has started, and is proceeding on her voyage, and every passenger who shall disembark or attempt to disembark from any such vessel on her arrival at any landing place, before the vessel has stopped and is secured, shall forfeit and pay a sum not exceeding forty shillings.

6. Dogs taken or sent by any of the vessels used by the Company under the said Act will be charged for, but they will, on no account, be permitted to accompany passengers in the cabins, or to be in any of the cabins, and if in any of the cabins, may be removed therefrom by any servant of the Company.

7. Any passenger who shall wilfully cut any part of the cabin fittings or furniture of any of the vessels used by the Company under the said Act, or break any of the windows of any such vessel, or otherwise wilfully damage or injure any such vessel, or any property of the Company in any such vessel, shall forfeit and pay a sum not exceeding five pounds, without prejudice to the right of the Company to sue him for his wrongful act.

8. Smoking is strictly prohibited in the cabins, or in any part of any of the vessels used by the Company under the said Act, except on the part or parts of the decks thereof respectively set apart or marked out for that purpose; and any person persisting in smoking in the cabins, or in any part of the said boats or vessels (except as aforesaid) after having been warned by any passenger or servant of the said Company to desist, shall forfeit and pay a sum not exceeding forty shillings.

9. Every passenger found in or upon any of the boats or vessels used by the Company under the said Act, in a state of intoxication, or wilfully committing any nuisance, or wilfully interfering with the comfort of any of the other passengers, is hereby subjected to a penalty not exceeding five pounds; and any of the servants of the Company may, at the first opportunity afterwards, remove such passenger from such boat or vessel.

10. Every passenger who shall wilfully obstruct or impede the passage to or from any of the cabins of any vessel used by the Company under the said Act, by standing on the stairs leading to the cabins, or at the entrances thereof or otherwise, shall forfeit and pay a sum not exceeding forty shillings.

11. Every person who shall wilfully obstruct or impede the passage of any passenger or passengers, or goods or cattle, over the gangways leading to or from the landing places, on emparkation or disembarkation to or from any of the vessels used by the Company under the said Act, shall forfeit and pay a sum not exceeding forty shillings.

12. Every passenger who shall wilfully obstruct or hinder any of the captains, officers, seamen, or servants of the Company in the due execution of their duty, on board any of the vessels used by the Company under the said Act, shall forfeit and pay a sum not exceeding five pounds.

13. Every passenger, in any vessel used by the Company under the said Act, who shall wilfully disobey the lawful commands of the officer in command of such vessel, shall forfeit and pay a sum not exceeding forty shillings.

14. The captain or other officer of any of the boats or vessels used by the Company may, on the embarkation of any goods, luggage, matter, or thing on board such boat or vessel, require the person who shall actually carry the same on board to place the same in such

part of the deck thereof as such captain or officer may direct: and every such person who shall neglect or refuse so as aforesaid to place any such goods, luggage, matter, or thing as aforesaid when so required by the captain or officer as aforesaid, shall forfeit and pay a sum not exceeding forty shillings.

15. Every passenger by any of the boats or vessels used by the Company under the said Act, who shall not leave the same after the end of the voyage for which he shall be passenger, when required so to do by the captain or other officer of such boat or vessel, shall forfeit and pay a sum not exceeding twenty shillings.

Sealed by order of the Directors this seventh day of June, one thousand eight hundred and fifty-four.

ROBERT S. MANSEL, (L.S.)
Secretary of the Chester and Holyhead Railway Company.

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the above-written byelaws and regulations. Signed by order of the Lords of the said Committee, the twentieth day of June, one thousand eight hundred and fifty-four.

JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

APPENDIX No. 57.

CHESTER AND HOLYHEAD RAILWAY.

Town Clerk's Office, Chester, March 27, 1854.

SIR,

BY direction of the trustees of the Pontblyddyn and Llandegla turnpike road, I beg to hand enclosed copy of a notice served (in pursuance of the 63rd section of the 8th Victoria cap. 20, commonly called "The Railways Clauses Consolidation Act, 1845,") on the secretary of the Chester and Holyhead Railway Company on the 9th inst., also copy of the secretary's letter in reply thereto, and I have to request that under the powers given by the above-mentioned Act the Board will give such directions and issue such certificate as to it shall seem fit.

I have, &c.
JOHN WALKER,
Clerk to the Trustees.

To the Right Hon. E. Cardwell, M.P.,
President of the Board of Trade.

Copy Notice.

To the Chester and Holyhead Railway Company.

Take notice, that we apprehend danger to passengers travelling on that part of the turnpike road commonly called "The Pontblyddyn and Llandegla turnpike road," which is situate between a certain dwelling-house known as the New Inn near Pontblyddyn in the county of Flint and Pont-y-Bodkin in the same county, in consequence of horses being frightened by the sight of the engines and carriages travelling upon the branch of your railway leading from the Padua Station, on the railway formerly called "The Mold Railway," to the Coed Talwern coal works in the said county of Flint, and that unless you do within fourteen days from the date hereof take the necessary steps to obviate such danger, application will be made to the Board of Trade to certify the works necessary or proper to be executed by you for the purpose of obviating such danger, and to issue their certificate requiring you to execute such works within the time to be in such certificate appointed. Dated this 9th day of March, 1854.

WILSON JONES,
E. PEMBERTON,
C. B. TREVOR ROPER,
CHAS. JAS. TREVOR ROPER,
Trustees of the said Pontblyddyn and Llandegla Turnpike Road.

Copy Letter.

Chester and Holyhead Railway, Secretary's Office, Chester, March 13, 1854.

DEAR SIR,

Pontblyddyn Turnpike Road.

I AM in receipt of the notice of the trustees respecting this matter. After consulting the engineer on the subject, I have to suggest that you should proceed, under the provisions of the Act, to obtain the interference of the Board of Trade at the expiration of fourteen days from the day of service, as I am desirous that the matter should be settled once for all, in order that the Company may not be subject to additional requirements.

I am, &c.
ROB. S. MANSELL, *Secretary.*

Jno. Walker, Esq.

References under General Acts.

Appendix No. 57.

Screens.

Chester and Holyhead Railway.

Railway Department, Board of Trade,
Whitehall, March 30, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed letter from the trustees of the Pontblyddyn and Llandegla turnpike road, requesting their Lordships' interference to have screens erected on that part of the Mold section of the Chester and Holyhead Railway which adjoins the turnpike road, and to request that you will inspect the spot, and report to their Lordships whether the public safety requires that such screens should be erected.

I am, &c.

Captain Wynne, R.E. DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 5, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed report of the officer appointed by their Lordships to inquire into and report upon the application of the trustees of the Pontblyddyn and Llandegla turnpike road, relative to the erection of screens upon the branch of the Chester and Holyhead Railway formerly called the Mold Railway, and I am to request that you will lay it before the Directors of the Company, and forward to their Lordships with as little delay as possible any observations they may have to offer thereon.

I am, &c.

The Secretary of the
Chester and Holyhead Railway Company. DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 28, 1854.

SIR,

THE Lords of the Committee of Privy Council for Trade having referred to me for report the application of the trustees of the Pontblyddyn and Llandegla turnpike road, to certify the necessary works to be executed upon the branch of the Chester and Holyhead Railway, formerly called the Mold Railway, &c., as will prevent horses being frightened on that part of the road situated between the New Inn, near Pontblyddyn and Pont-y-Bodkin, by engines and carriages travelling over the railway adjoining.

I have the honour to report, for their information, that I have examined the portion of road referred to, and I find it lies, for a length of about three quarters of a mile, nearly at the bottom of a steep natural bank, on the top of which runs the railway; the top of the bank is a considerable height above the road, and is covered with brushwood and trees forming a tolerably thick natural screen. As the road approaches Pont-y-Bodkin the height between the road and the railway lessens, and the railway is less effectually screened by the trees from the road than elsewhere, this place occurs at the 12½ mile stone on the railway and I am of opinion that the danger of horses being frightened by engines or carriages would be obviated or lessened, if a screen or close fence was erected between the turnpike road and railway, the same to commence at a point adjoining the 12½ mile stone on the railway, and to run from thence towards Pont-y-Bodkin for a distance of 50 feet, the height of the screen to be five feet above the level of the rails, and I am of opinion that the said screen should be erected within four weeks after the Company have been noticed to do so.

I am, &c.

The Secretary of the
Railway Department, Board of Trade. GEORGE WYNNE,
Major Royal Engineers.

SIR,

Chester, October 19, 1854.

ON the 27th March last, I, by the direction of the trustees of the "Pontblyddyn and Llandegla turnpike road," forwarded you a notice which had been served upon the "Chester and Holyhead Railway Company," together with a request for the certificate of your Board under the provisions of "The Railways Clauses Consolidation Act, 1845." I am now requested by the trustees to request the attention of the Board to such notice, and to beg the favour of a communication on the subject.

I am, &c.

To the Right Hon. E. Cardwell, M.P.
President of the Board of Trade. JOHN WALKER,
Clerk to the said Trustees.

Railway Department Board of Trade,
Whitehall, October 20, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to remind you of the letter from this department of the 8th July last, inclosing, for the observations of the Directors of the Chester and Holyhead Railway Company, a copy of Major Wynne's

report on the necessity of erecting screens between the turnpike road and the railway near the New Inn, on the Mold Branch of the Chester and Holyhead Railway, and to request an immediate reply to that communication.

I am, &c.
JAMES BOOTH.

The Secretary to the
Chester and Holyhead Railway Company.

Chester and Holyhead Railway,
Secretary's Office, Chester, October 21, 1854.

SIR,

IN reply to your letter of yesterday's date, I am instructed to inform you that the screens between the turnpike road and the railway on this Company's Mold Branch, referred to in Major Wynne's report of 5th July last, have been constructed in accordance with the recommendations conveyed in that report.

I am, &c.
ROBT. S. MANSELL,
Secretary.

James Booth, Esq.
&c. &c.

Railway Department Board of Trade,
Whitehall, October 23, 1854.

SIR,

WITH reference to your letter of the 19th instant, relative to the erection of screens near the New Inn Station, on the Mold Branch of the Chester and Holyhead Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter from the Company, in reply to a communication from this Department, in which they state that the screens recommended in the Inspecting Officer's report have been erected at the place in question.

I am, &c.
JAMES BOOTH.

John Walker, Esq., Clerk to Trustees of the
Pontblyddyn and Llandegla Turnpike Road.

Chester, October 24, 1854.

SIR,

I HAVE to acknowledge the receipt of your letter of yesterday's date, with enclosure. I have directed the surveyor to inspect the screen, and to report to the trustees at their next meeting.

I am, &c.
JOHN WALKER,
Clerk to the Trustees of the
Pontblyddyn and Llandegla Turnpike Road.

James Booth, Esq.
&c. &c.

Pontblyddyn and Llandegla Turnpike Road.

Town Hall, Chester, November 17, 1854.

SIR,

IN reference to your letter of the 23d ultimo, enclosing a copy letter from the secretary of the Chester and Holyhead Railway Company, I have to inform you that I forthwith directed the surveyor of the road to report on the works, and that he has reported that no screen has been put up at all. If it is necessary that I should transmit an official report to the President of the Lords of the Committee of the Privy Council for Trade, I will do so; if not, I shall feel obliged by your bringing this letter under their Lordships' notice, with a view to a further inquiry from the Company.

I am, &c.
JOHN WALKER,
Clerk to the Trustees.

James Booth, Esq.
&c. &c.

P.S. If not begging too great a favour, I should feel obliged by a copy of the report referred to in the secretary's letter.

Railway Department, Board of Trade.
Whitehall, November 20, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 17th instant, and, in reply, to transmit to you a copy of their inspecting officer's report on the application of the trustees of the Pontblyddyn and Llandegla turnpike roads for the erection of screens on the Chester and Holyhead Railway, and I am to request that, after having read that report, you will inform their Lordships whether it still appears that the Company have neglected to erect the screens specified therein.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

J. Walker, Esq.

References under General Acts.

Appendix No. 58.

Gates at Level Crossings.

Dundee and Arbroath Railway.

Appendix No. 58.

DUNDEE AND ARBROATH RAILWAY.

Dundee and Arbroath Railway Company,
Manager's Office, Dundee, June 15, 1854.

Sir,

Gates at Level Crossings.

I am instructed by the Directors of this Company to state that this railway crosses, upon the level, two of the public streets of the town of Broughty Ferry, close to the station there; and as there is almost an unceasing traffic in passengers, horses, carriages, &c. along the streets and across the railway, they, my Directors, are of opinion that if the Lords of the Committee of Her Majesty's Privy Council appointed for Trade would see fit, in the exercise of the powers conferred on their Lordships by the Railway Act, 5th and 6th Vict. cap. 55, to give permission to keep the gates at said crossings constantly closed across the Railway, and leave the streets open to the public, except when necessary to close the gates across the streets, to admit of the passage of a train upon the line, that that arrangement would be much more conducive to the public safety and convenience, than if the gates were kept constantly closed across the streets.

There is also another level crossing where the railway intersects the public road at a point about half way between Dundee and Broughty Ferry, where the traffic on the public road is also great, and where, in the opinion of my Board, the reversal of the ordinary rule, as to the closing of the gates, would be beneficial to all parties.

I am to request that you would have the goodness to bring these representations under the consideration of their Lordships, and should it be deemed necessary to have the localities inspected by an Officer of the Board of Trade, I am satisfied that the opinions and wishes of almost all, if not actually the whole, of the inhabitants of the town of Broughty Ferry, in regard to this matter, would, on inquiry, be found to be confirmatory of the views entertained by my Directors.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Richard Baird,
Manager.

Railway Department, Board of Trade,
Whitehall, June 20, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 15th instant, requesting the permission of their Lordships to keep the gates closed across the line where the Dundee and Arbroath Railway crosses two public streets of the town of Broughty Ferry, and also at a point where the said railway intersects the public road about half way between Dundee and Broughty Ferry; and I am to inform you, that their Lordships will instruct the first Inspecting Officer who may have other business in Scotland to inspect the crossings in question.

I am, &c.

The General Manager of the
Dundee and Arbroath Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, June 22, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have referred your communication of the 15th instant, relative to the mode of closing the gates at certain level crossings on the Dundee and Arbroath Railway, to Captain Tyler, R.E., with instructions to inspect those crossings, and to report to their Lordships whether in his opinion it would be more conducive to the public safety, to close the gates across the railway instead of across the road.

I am, &c.

The Secretary of the
Dundee and Arbroath Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect certain level crossings on the Dundee and Arbroath Railway, two near the Broughty Ferry Station, and a third about half way between Dundee and Broughty Ferry, and I am to

References under General Acts.

Appendix No. 58.

Gates at Level Crossings.

Dundee and Arbroath Railway.

inform you that under the circumstances therein stated, my Lords do not consider it expedient that the gates at the level crossings in question should be kept closed across the railway instead of across the roads.

I am, &c.

The Secretary of the
Dundee and Arbroath Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

Edinburgh, July 5, 1854.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have, in compliance with the instructions contained in your letter of the 22d ult., inspected the level crossings of the Dundee and Arbroath Railway therein referred to.

These level crossings are three in number; one is on the east, and one on the west side of the Broughty Ferry Station; and the third is about half way between Dundee and Broughty Ferry. The traffic over the public road, at each of these level crossings, is stated to be considerable, and I am informed that it was owing to the unfavourable state of the weather, and the nature of the traffic, which is, to a great extent, composed of visitors, who resort to Broughty Ferry for the sake of the sea beach, that I did not find it so during my visit.

At the level crossing on the east of the station, there is a bridge for foot passengers, which appears, however, to be but little used, excepting when a train is at the station, or immediately approaching; but, at the other level crossings, there are not any bridges for foot passengers; and, at all of them, the large gates are the only ones through which the foot passengers can pass. As the greater proportion of the traffic is composed of foot passengers, the gatemen are obliged to be constantly opening and shutting the large gates; and they are thus, at times, prevented them from efficiently performing their duties as signalmen. I would suggest, for the consideration of the Company, that a portion of the inconvenience which thus arises, might be avoided by supplying smaller gates at each level crossing, by the side of the large ones, for the passage of foot passengers, which might, I think, without danger, be left unfastened for their use, except on the approach of a train, if each gateman were provided with a distant signal in each direction, worked by a lever and wire from his box. I observe that this is not the case at present.

Although I admit, that it would be more for the convenience of those who use the roads, and for that of the gatemen, yet I am unable to report it as my opinion that it would be more conducive to the public safety, that the gates at any of the level crossings above referred to, should be kept closed across the railway instead of across the road, as desired by the Dundee and Arbroath Railway Company.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Appendix No. 59.

Appendix No. 59.

Deviation in Line at Southport.

East Lancashire Railway.

EAST LANCASHIRE RAILWAY.

Manchester and Southport Line.

East Lancashire Railway, Secretary's Department,
Bury, Lancashire, July 18, 1854.

Sir,

In accordance with the 14th section of "The Railways Clauses Consolidation Act, 1845," I beg to apply for a certificate from the Board of Trade to allow this Company to make a lateral deviation in their connecting line at Southport Station, for which an Act has been obtained this session.

This deviation is shown on the enclosed copy of the deposited plan, in red, the curves being diminished to one furlong radius instead of one furlong five chains.

The proposed deviation does not extend into the lands of any person not mentioned in the book of reference, and the whole is in fact within the station ground.

The advantage of the deviation is, that it will bring the point of junction nearer to, and within better sight of the Liverpool, Crosby, and Southport Company's station, which station is intended to be used by the Lancashire and Yorkshire Company's trains running over the Manchester and Southport Railway.

The Manchester and Southport Railway from Southport to Burscough, (a length of seven miles) is the joint property of the Lancashire and Yorkshire and East Lancashire Companies.

It is the intention of this Company to construct this connecting line and station at Southport, so as to be ready for public use at the same time as the Manchester and Southport Railway, and I therefore enclose the first notice of their intention to open the same.

I have, &c.

James Booth, Esq.
&c. &c.

James Smithells,
Secretary.

References under General Acts

Appendix No. 59.

Deviation in Line at Southport.

East Lancashire Railway.

Railway Department, Board of Trade,
Whitehall, July 19, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 18th instant, in which you apply for their Lordships certificate to authorize an alteration of the curve of the East Lancashire Railway Company's connecting line at Southport, and in reply I am to state that, as the proposed lateral deviation extends beyond the limits of deviation of the connecting line as marked on the parliamentary plan, it appears to be such a deviation as the Company are prohibited from making by the 15th section of "The Railways Clauses Consolidation Act," and therefore my Lords are of opinion that, under these circumstances, they cannot entertain the application with respect to the alteration of the curve.

I am, &c

The Secretary of the
East Lancashire Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Manchester and Southport Railway,
Secretary's Office, Manchester, July 31, 1854.

SIR,

I AM instructed to state, for the information and certificate of the Right Honourable the Lords of the Committee of Privy Council for Trade, that the two curves required at Southport to form the junction with the Liverpool, Crosby, and Southport Railway, have radii of less than half a mile.

I am, &c.

To the Secretary of the
Railway Department, Board of Trade.

JOHN DUNSTAN, jun.,
Secretary.

Railway Department, Board of Trade,
Whitehall, August 2, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 31st ult., and to request that you will forward a copy of the parliamentary plan of the junction of the Manchester and Southport Railway with the East Lancashire Railway, with the proposed deviation from the authorized curves marked thereon.

I am, &c.

The Secretary of the
Manchester and Southport Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Manchester and Southport Railway,
Secretary's Office, Manchester, August 7, 1854.

SIR,

I BEG to enclose, in reply to your letter of the 2nd inst., a copy of the parliamentary plan of the junction of this Company's line with the Liverpool, Crosby, and Southport line, with the proposed deviation marked thereon.

I am, &c.

Captain Galton, R.E.
&c. &c.

JOHN DUNSTAN, jun.,
Secretary.

Railway Department, Board of Trade,
Whitehall, August 11, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to refer to you the accompanying papers relative to certain deviations from the parliamentary plan proposed to be made by the Manchester and Southport Railway Company, and to request that you will report to their Lordships whether in your opinion the proposed deviations are consistent with the public safety, and not prejudicial to the public interest.

I am, &c.

Major Wynne, R.E.
&c. &c.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, September 20, 1854.

SIR,

WITH reference to the proposed deviations on the Manchester and Southport Railway, which consist of the introduction of two curves of less radius than half a mile, I would beg to state, that as both curves occur within 50 chains of the terminal station, when the speed of all trains entering and departing must be greatly reduced, I do not, on the ground of public safety, see any objection to these radii being 20 and 25 chains, and as the ground is a perfect flat, there is not the same objection that there would be, were the curves made through deep cuttings; the object of introducing these curves, is to form a junction with the Liverpool, Crosby, and Southport Railway. I am informed that the

proposed alteration is in no way prejudicial to public or private interests, and that it has not been the subject of complaint by any one. As I see no objection in an engineering point of view, I am of opinion that the proposed curves may be sanctioned.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

GEORGE WYNNE,
Major Royal Engineers.

Deviation in Line at Southport.

East Lancashire Railway.

Railway Department, Board of Trade, Whitehall, September 26, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying certificate, duly signed, authorizing the alteration of certain curves upon the Manchester and Southport Railway.

I have, &c.

The Secretary of the Manchester and Southport Railway.

DOUGLAS GALTON,
Captain Royal Engineers.

Whereas by "The Manchester and Southport Railway Act, 1847," the Manchester and Southport Railway Company were authorized to make and maintain a railway from Southport, through Wigan, to the Manchester, Bolton, and Bury Railway at Pendleton, near Manchester, and such railway is now in the course of construction: and whereas the said Company have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations for their certificate for the purpose of authorizing the construction of the said railway, with the curves herein-after mentioned: Now, therefore, the Lords of the said Committee, in pursuance of the provisions for this purpose contained in the Railways Clauses Consolidation Act, 1845 (incorporated with the said recited Act) do hereby certify that it will be consistent with the public safety, and not prejudicial to the public interest, that in a part of the line of the said railway situate in the township of North Meols, in the parish of North Meols in the county of Lancaster, between a point on the said line marked one furlong on the plan of the said railway referred to in the said recited Act and a point on the said line marked three furlongs on the same plan, the said railway should be constructed with a curve of the radius of two furlongs, and that in a part of the line of the said railway situate in the same township and parish, between a point on the said line marked three furlongs on the said plan and a point on the said line marked five furlongs on the said plan, the said railway should be constructed with a curve of the radius of two furlongs and a half; and the Lords of the said Committee do hereby authorize the said Manchester and Southport Railway Company to construct the herein-before mentioned portions of the said railway with such curves respectively as aforesaid.

Signed by order of Lords of the said Committee the twenty-sixth day of September one thousand eight hundred and fifty-four.

DOUGLAS GALTON,
One of the Assistant Secretaries of the said Committee.

APPENDIX No. 60.

Screens.

Gloucester and Dean Forest Railway.

GLOUCESTER AND DEAN FOREST RAILWAY.

Gloucester, July 3, 1854.

MY LORDS,

I BEG leave to enclose your Lordships a copy of a notice served upon the Gloucester and Dean Forest Railway Company on the 20th May last, at the instance of the trustees of the Over and Mairemore districts of roads, as also a copy of their reply received from Messrs. Whitcombe & Co., the solicitors for the Company, and I have to request, on the part of the said trustees, that your Lordships will take the same into your consideration.

I have, &c.

To the Lords Commissioners of the Board of Trade.

ROBERT WILTON,
Clerk to the Trustees of the Over and Mairemore Roads.

Copy.

Gloucester and Dean Forest Railway, Gloucester, May 27, 1854.

DEAR SIR,

Company and Trustees of Hereford and Gloucester Roads.

WE have to acknowledge the receipt of your notice of intention to apply to the Board of Trade, as to the accommodation works they have power to order, to obviate any danger arising from horses being frightened.

We beg to inform you that it is the practice of the Railway Company to leave these

References under General Acts.

Appendix No. 60.

Screens.

Gloucester and Dean Forest Railway.

points to the decision of the Board. In this case they shall do so without any trouble or opposition.

We are, &c.

Robert Wilton, Esq. WHITCOMBE, HELPS, & Co.
Clerk to the Road Trustees.

To the Gloucester and Dean Forest Railway Company.

THE Trustees of the turnpike road acting under an Act of Parliament entitled "An "Act for more effectually repairing the roads leading from the city of Gloucester towards "the city of Hereford, and also towards Newent and Newnham in the county of Gloucester, "Ledbury in the county of Hereford, and Upton upon Severn in the County of Worcester," apprehending danger to the passengers on that part of the turnpike road leading from the city of Gloucester towards the city of Hereford, and at or near a place called Overs Causeway, and Overs Bridge, near the city, but in the county of Gloucester, in consequence of horses being frightened by the sight of the engines or carriages travelling upon the railway constructed by you under "The Gloucester and Dean Forest Railway Dock Act, 1847," do hereby give you notice, that, after the expiration of 14 days from the day of your being served with this notice, they, the said Trustees, will, under and by virtue of the statute in such case made and provided, apply to the Board of Trade with respect thereto.

ROBERT WILTON,

Dated this 18th day of May 1854. *Clerk to the said Trustees, and on whose behalf this notice is given.*

The above notice was served on Messrs. Whitcombe and Co., solicitors for the Company, on the 20th May 1854.

ROBERT WILTON.

Railway Department, Board of Trade,
Whitehall, August 8, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed by them to inquire into the necessity of erecting certain screens upon the Gloucester and Dean Forest Railway, and to request that you will lay it before the Directors, and forward any observations which they may have to offer thereon at your early convenience.

I am, &c.

The Secretary of the Gloucester and Dean Forest Railway Company. DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 5, 1854.

SIR,

THE Lords of the Committee of Privy Council for Trade having by their minute, No. 1,899, July 5, 1854, referred to me an application from the trustees of the turnpike road leading from the city of Gloucester to the city of Hereford, stating that they apprehend danger to the passengers on that part of the turnpike road leading from the city of Gloucester towards the city of Hereford, at or near a place called Overs Causeway, and Overs Bridge, and requesting that their Lordships will take the same into their consideration, I have to state, for their Lordships' information, that I have inspected the place indicated by the trustees, and I find that the dock branch of the Gloucester and Dean Forest Railway runs close to the foot of the causeway which carries the road; and it is a case in which I think danger may be apprehended, from horses being frightened by seeing the engines close below them. The danger, I am of opinion, would be lessened or obviated if a close fence, 180 yards in length and 5 feet 8 inches in height above the level of the road, were erected on that side of the causeway on which the railway runs; the fence should commence, and form the continuation of one which already exists near the bridge, at the top of the causeway, and be continued from thence for 180 yards, until it nearly reaches the bottom of the causeway. I am further of opinion, that the fence may be put up and completed within six weeks of the order for its erection being issued to the Company.

I am, &c.

The Secretary,
Railway Department, Board of Trade. GEORGE WYNNE,
Major Royal Engineers.

Gloucester and Dean Forest Railway,
Ross, August 14, 1854.

SIR,

I BEG to acknowledge receipt of your letter of the 8th instant, with its enclosure, from Major Wynne, reporting his opinion, that a close fence should be erected at Overs Causeway, Gloucester, as a screen to prevent horses being alarmed by the passage of

railway trains along the dock branch of this railway. The Great Western Railway Company are the lessees in possession of the Gloucester and Dean Forest Railway, and I have accordingly forwarded your communications to the Board of that Company, who will, no doubt, give to the same their immediate attention. I may remark that, some time ago, this question of fence was very carefully considered by the Directors, and an order would at that time have been given for the erection of a screen; but for the reason that it was strongly represented to the Board, that it had been found by experience that horses are much more likely to take fright at noises, the cause of which is concealed from them, than they are when the cause is visible to them. However, upon this matter the Directors will be quite ready to acquiesce in the opinion of the Board of Trade, and will call upon their lessees to erect the screen should they receive an intimation from you that the Board of Trade requires it to be done.

I am, &c.

Captain Douglas Galton, R.E., JOHN NASH,
&c. &c. *Secretary.*

Railway Department, Board of Trade,
Whitehall, August 19, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th inst., stating, with reference to the screen recommended by their Lordships' inspecting officer at Overs Causeway, that the Directors of the Gloucester and Dean Forest Railway Company are ready to give directions for the erection of such screen on receiving an intimation to that effect from their Lordships, and to forward to you (in conformity with the practice of this office) the enclosed certificate requiring a screen to be erected at the place in question.

I am, &c.

The Secretary of the Gloucester and Dean Forest Railway Company. JAMES BOOTH.

Whereas by the Gloucester and Dean Forest Railway Act, 1846, the Gloucester and Dean Forest Railway Company were authorized to make a railway, commencing by a junction with the Cheltenham branch of the Great Western Railway, in the hamlet of Wotton Saint Mary, in the parish of Saint Mary de Lode, in the county of Gloucester, and terminating by a junction with the Monmouth and Hereford Railway, in the parish of Westbury-upon-Severn, in the said county; and also a branch railway from the firstly herein-before mentioned railway, on the west bank of the river Severn, and near Overs Bridge, to the Gloucester and Berkeley Canal, all in the said county of Gloucester: And whereas under the provisions of the said Act, part of the line of the said branch railway has been constructed near to or adjoining the turnpike road from Gloucester to Hereford; and whereas the trustees of the said turnpike road, being apprehensive of danger to the passengers on such road, in consequence of horses being frightened by the sight of the engines and carriages travelling upon the said branch railway, have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations in respect thereto, having fourteen days before the time of making such application given notice in writing to the said Gloucester and Dean Forest Railway Company of their intention so to do. And whereas it appears to the Lords of the said Committee that such danger might be lessened by the construction of the works in the nature of a screen herein-after mentioned. Now, therefore, the Lords of the said Committee, in pursuance of the provisions for this purpose contained in "The Railways Clauses Consolidation Act, 1845," (incorporated with the said recited Act,) do hereby certify, that for the purpose of lessening such danger as aforesaid to the passengers on the said turnpike road, the works herein-after mentioned are necessary to be executed by the said Company (that is to say), a close fence of the height of not less than five feet eight inches above the level of the centre of the said turnpike road, to be erected along the side of the said turnpike road nearest to the said branch railway, such fence to commence at and form the continuation of the present fence near Overs Bridge at the top of Overs Causeway, and to extend along the side of the said causeway for a distance of one hundred and eighty yards in the direction of Gloucester. And the Lords of the said Committee do hereby require the said Gloucester and Dean Forest Railway Company to execute the works aforesaid within six weeks after the service of these presents upon the said Company.

Signed, by order of the Lords of the said Committee, this eighteenth day of August one thousand eight hundred and fifty-four.

(Signed) JAMES BOOTH,
One of the Joint Secretaries to the said Committee.

Railway Department, Board of Trade,
Whitehall, August 19, 1854.

SIR,

WITH reference to your letter of the 3d July, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that the inspecting officer appointed by their Lordships to inspect the place adjoining the Gloucester and Dean Forest Railway,

References under General Acts.

Appendix No. 60.

Screens.

Gloucester and Dean Forest Railway.

where the trustees of the Over and Mairemore turnpike road wished to have a screen erected, having reported thereon, they have required the Company to erect a screen at the spot in question.

I am, &c.

The Clerk to the Trustees of the Over and Mairemore Turnpike Road.

James Booth, *Secretary.*

Screen at Over Causeway, near Gloucester.

Gloucester and Dean Forest Railway, Ross, August 18, 1854.

Sir,

In reference to your letter of the 8th inst. and the report of Major Wynne, I beg to inform you that the Great Western Railway Company, as the lessees of the Gloucester and Dean Forest Railway, have given instructions to Mr. Brunel, their engineer, to erect a screen such as is described in the report, and the work will be immediately commenced.

I am, &c.

Captain Galton, R.E. &c. &c.

John Nash.

Appendix No. 61.

Byelaws.

Great North of Scotland Railway.

Appendix No. 61.

GREAT NORTH OF SCOTLAND RAILWAY.

Railway Department, Board of Trade, Whitehall, September 18, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the draft copies you have transmitted of the byelaws proposed to be made by the Great North of Scotland Railway Company, and in reply I am to inform you that my Lords will be ready to signify their approval of these byelaws on transmission of a copy in duplicate under the Company's seal. One of those copies will then be returned to you with the certificate of their Lordships' approval, and the other recorded in this department.

For this purpose I herewith enclose one of the draft copies transmitted by you, and request it may be returned to me with the sealed copies.

I am, &c.

To the Secretary of the Great North of Scotland Railway Company.

James Booth.

Great North of Scotland Railway Company. Offices, 177, *Union Street, Aberdeen, October* 2, 1854.

Sir,

As directed by your letter of the 18th ult., I herewith transmit, for the approval of the Lords of the Committee of Privy Council for Trade, a copy in duplicate, under the seal of the Company, of the byelaws proposed to be made by the Great North of Scotland Railway Company for regulating the travelling upon the said railway.

I also return the draft copy, as requested.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

Robert Milne, *Secretary.*

Railway Department, Board of Trade, Whitehall, October 6, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to return to you one copy of the byelaws of the Great North of Scotland Railway Company, with the certificate of their Lordships' approval affixed thereto.

I am, &c.

The Secretary of the Great North of Scotland Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Byelaws and Regulations made by the Great North of Scotland Railway Company for regulating the Travelling upon the Great North of Scotland Railway.

1. No passenger will be allowed to enter any carriage used on the railway, or to travel therein upon the railway, without having first paid his fare and obtained a ticket. Each passenger on payment of his fare will be furnished with a ticket, specifying the class of carriage, and the distance for which the fare has been paid, which ticket such passenger is to show when required by the guard in charge of the train, and to deliver up before leaving the Company's premises, upon demand, to the guard or other servant of the Company, duly authorized to collect tickets. Any passenger not producing or delivering up his ticket as

References under General Acts.

Appendix No. 61.

Byelaws.

Great North of Scotland Railway.

aforesaid will be required to pay the fare from the place whence the train originally started; and in default of payment thereof shall forfeit and pay a sum not exceeding forty shillings.

2. At the intermediate stations the fares will only be accepted and the tickets furnished conditionally, that is to say, in case there shall be room in the train for which the tickets are furnished; in case there shall not be room for all the passengers to whom tickets have been furnished, those to whom tickets have been furnished for the longest distance shall have the preference, and those to whom tickets have been furnished for the same distance shall have priority according to the order in which the tickets have been furnished, as denoted by the consecutive numbers stamped upon them.

3. Any person travelling without permission in a carriage of a superior class to that for which he has obtained a ticket, is hereby subjected to a penalty not exceeding forty shillings.

4. Smoking tobacco is strictly prohibited, both in the carriages and in the Company's stations. Every person smoking tobacco in a carriage or station is hereby subjected to a penalty of not exceeding forty shillings; and every person persisting in smoking tobacco in a carriage or station after being warned to desist by the guard in charge of the train, or any officer of the Company, shall, in addition to incurring a penalty not exceeding forty shillings, be immediately, or, if travelling, at the first opportunity, removed from the Company's premises.

5. Any person found in a carriage or station in a state of intoxication, or committing any nuisance, or otherwise wilfully interfering with the comfort of other passengers, is hereby subjected to a penalty not exceeding forty shillings, and shall immediately, or, if travelling, at the first opportunity, be removed from the Company's premises.

6. Any passenger cutting the linings, removing or defacing the number plates, breaking the windows, or otherwise wilfully damaging or injuring any carriage used on the railway, shall forfeit and pay a sum not exceeding five pounds, in addition to the amount of damage for which he may be liable.

7. No passenger will be permitted to ride on the roof, steps, or platform of any carriage; and any person persisting in doing so, after being warned to desist by the guard in charge of the train, or any officer of the Company, is hereby subjected to a penalty not exceeding forty shillings.

8. Any passenger entering or leaving, or attempting to enter or leave, any of the carriages while the train is in motion is hereby subjected to a penalty not exceeding forty shillings.

9. No engine, or carriage, or waggon shall at any time travel or be upon the railway after dark without a signal lamp or lamps placed so as to be distinctly visible, and according to regulations to be from time to time published and furnished to the servants of the Company and other parties using the railway. The person in charge of an engine, or carriage, or waggon not having such lamp or lamps shall forfeit a sum not exceeding five pounds for each offence.

10. No person other than the guard or breaksman shall be allowed to ride or pass on any luggage waggon or goods waggon; and no person, except the engineer and fireman, shall be allowed to ride on any locomotive engine or tender upon or along the railway without the special licence of the manager of the Company from time to time, or the superintendent of locomotives, and the engineman, guard, or other person in charge of the engines, waggons, or carriages, as well as the persons so riding thereon, shall each be fined in a sum not exceeding five pounds sterling for each offence.

11. No carriage or waggon shall carry or bear at any one time upon the railway, including the weight of such carriage, more than tons, without the special licence of the Company, obtained in writing from the manager or the agent at the station where such carriage or waggon may be loaded; and every person offending against this regulation shall be liable in a penalty not exceeding forty shillings for every such offence.

12. Dogs will not be allowed to accompany passengers in the carriages, but will be conveyed separately and charged for.

13. Gaming is strictly prohibited in the carriages of this Company, and the guards are instructed immediately to remove all parties engaged in playing games of chance of any description. Passengers are requested to give information of any infringement of this rule.

Appendix No. 62.

Appendix No. 62.

Screens.

Great Western Railway (Frome, Yeovil, and Weymouth Line).

GREAT WESTERN RAILWAY.

Frome, Yeovil, and Weymouth Line.

My Lords and Gentlemen, *Weymouth, January* 24, 1854.

At the request of the trustees of the Weymouth and Dorchester turnpike, I beg to send you the enclosed notice, and have respectfully to ask your early attention to the same.

I have, &c.

Richard Hare,
Clerk.

To the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations.

References Under General Acts.

Appendix No. 62.

Screens.

Great Western Railway (Frome, Yeovil, and Weymouth Line).

To the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

We the undersigned, John Robert Cree, Edward Atkyns Wood, James Evans Philipps, and Thomas Atkinson, being four of the trustees appointed or acting under a certain Act of Parliament passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually repairing, widening, and improving "several roads leading to and through the towns of Weymouth and Melcombe Regis and "Dorchester, in the county of Dorset," and of all other Acts of Parliament enabling us in this behalf, and being the trustees having the care, management, and control of the turnpike road leading from Weymouth to Dorchester, in the county of Dorset, beg to call the attention of your Honourable Board to a difference existing between us, as commissioners or trustees of the above turnpike roads, and the Great Western Railway Company, the Wilts, Somerset, and Weymouth Railway Company, and the Frome, Yeovil, and Weymouth Railway Company, or some or one of them, relative to the construction or restoration of certain walls or fences to be built by such Railway Companies, or some or one of them, on the sides of the said turnpike road at a certain place, called Ridgeway Hill, between Weymouth and Dorchester, in the county of Dorset.

The said Railway Companies, or some or one of them, have made or caused to be made under the said turnpike road a tunnel for the purposes of the intended railway, and such tunnel is made under the turnpike road at a place where the ascent and descent of the turnpike road is great, and on both sides of such turnpike road a very deep cutting is left open and a precipice sixty-four feet in height is now existing.

The said Railway Companies, or some or one of them, have built a dwarf wall three feet in height and one foot in thickness on the south side of the turnpike road but which is totally inadequate in our opinion for the public safety, inasmuch as it is not high or thick enough, for on the approach of a train the same would be exposed to the view of horses and other animals which may be possibly travelling on this particular part of the road at the time, and in all probability would cause them to run away or leap over the precipice, and a lamentable loss of life would inevitably be the result: also the said tunnel crosses under the turnpike road near a turning in the said road where the ascent and descent of the same is considerable, and we as the trustees or commissioners of the said turnpike road consider that travellers in the dark may easily be precipitated over the wall: also, that travellers even in the day time with dangerous horses may accidentally fall over, and in the event of a carriage being dashed against the wall we consider that it is not of sufficient thickness to sustain the shock. On the north side of the said turnpike road, at the place aforesaid, no erection whatever has been made by the said Railway Companies, or either of them, so that this is in an equally dangerous state.

We beg, also, to call the attention of your Honourable Board to the fact that the land outside the wall complained of on the south side of the said turnpike road has been cut right away up to two and a half feet therefrom, so that should the wall be at any time hereafter thrown down by accident or otherwise the whole of the materials would go over the precipice and leave the road entirely unsheltered, whilst if a few feet of land was left outside the same the materials would then form a temporary barrier against anything falling over.

We have been in communication with Mr. Ward, of Westbury, Wilts, the Company's engineer, on the subject, who has referred us to your Honourable Board, and fourteen days notice of our intention to apply to your Honourable Board has been given to the said Railway Companies.

We therefore respectfully request you will cause such steps to be taken as your Honourable Board may deem expedient for the purpose of granting your certificate stating what height, length, and thickness such walls or fences should be, or if any works in the nature of a screen shall be executed by the said Railway Companies, or some or one of them, at the sides of the said turnpike road at Ridgeway Hill aforesaid, and also what quantity of land should be left outside of the same on the south side of the said turnpike road, and to decide on such other measures in relation thereto, as may in the judgment of your Honourable Board be deemed expedient for the safety of the public travelling.

We beg to add that no private interests will be affected by your decision.

Weymouth, January 20, 1854.

John R. Cree,
Edw. A. Wood,
J. E. Philipps,
Thomas Atkinson.

Railway Department, Board of Trade,
Whitehall, January 26, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, enclosing an application to their Lordships from the trustees of the Weymouth and Dorchester turnpike road, relative to the construction of certain walls or fences on the side of the road where the Wilts, Somerset, and Weymouth Railway is carried under it at Ridgeway Hill; and, in reply, I am to inform you that it appears to my Lords that the application, as far as it relates to the erection of screens, may be entertained by them under the 63d section of the Railways

Clauses Consolidation Act; and with this view I am to request that you will transmit to me a copy of the notice given to the Railway Companies, with a statement of the time and manner of its service.

With reference to the other subjects mentioned in the application, I am to state that they do not appear to be matters with respect to which their Lordships have any powers of interference.

I am, &c.

Richard Hare, Esq., Clerk to Trustees of the Weymouth and Dorchester Turnpike Road. JAMES BOOTH.

MY LORDS AND GENTLEMEN, *Weymouth, January* 27, 1854.

I BEG to send you copies of the correspondence between myself and Mr. Ward, of Westbury, the Company's engineer, on the subject referred to in my letter of the 24th instant, together with a copy of the notice marked A, served on the Railway Companies.

On the 19th December, 1853, copy of the enclosed notice, marked A, was sent to Mr. Ward, the Wilts, Somerset, and Weymouth Railway Company's engineer, and I received an acknowledgment of its receipt from him, on the 24th December last, copies of both which letters I have enclosed.

The Wilts, Somerset, and Weymouth Railway Company have no separate offices or secretary from the Great Western Railway Company, and is under the management and control of that Company.

Copy of the enclosed notice marked A was also left at the secretary's office of the Great Western Railway Company, at Paddington, on the 30th December last.

The Frome, Yeovil, and Weymouth Railway Company is extinct, the Great Western Railway Company having taken back the management of that line in their hands, and paid back the deposits of the shareholders; they have no separate offices or secretary from the Great Western Railway Company. Your Lordships will perceive by the correspondence, the Companies are fully aware of the circumstances.

I would most respectfully refer your Lordships to section 66 of the Railways Clauses Consolidation Act, as to your Lordships' power of interference as to the other subjects mentioned in the notice, besides the screen.

I am, &c.

To the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations. RICHARD HARE.

Railway Department, Board of Trade, Whitehall, February 1, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that an application having been received from the trustees of the Dorchester and Weymouth turnpike road for their Lordships' interference, to procure the erection of screens where the above-mentioned road is carried over the Frome, Yeovil, and Weymouth Railway, their Lordships have appointed Captain Wynne, R.E., to inspect the bridge, and to report as to the erection of such screens as the safety of the public may require.

I am, &c.

The Secretary of the Great Western Railway Company. JAMES BOOTH.

Railway Department, Board of Trade, Whitehall, February 1, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ult., transmitting copies of notices served upon the Great Western Railway Company, and of correspondence with their engineer relative to the bridge which carries the Dorchester and Weymouth turnpike road over the Frome, Yeovil, and Weymouth Railway, and to inform you that their Lordships have appointed Captain Wynne, R.E., to inspect the bridge in question, and to report as to the erection of such screens as may be necessary to ensure the public safety.

I have, &c.

Richard Hare, Esq. Clerk to the Trustees of the Dorchester and Weymouth Turnpike Road. JAMES BOOTH.

Railway Department, Board of Trade, Whitehall, February 14, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships, in consequence of an application of the Dorchester and Weymouth turnpike road trustees,

References under General Acts.

Appendix No. 62.

Screens.

Great Western Railway (Frome, Yeovil, and Weymouth Line).

to inspect and report to them upon the necessity of erecting screens at a bridge over the Frome, Yeovil, and Weymouth Railway; and I am to request you to forward any observations the Directors of the Great Western Railway Company may have to offer thereon.

I am, &c.

The Secretary of the Great Western Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, February 13, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that I have inspected the portion of the Dorchester and Weymouth turnpike road which crosses the Frome, Yeovil, and Weymouth Railway, as directed in your letter of the 1st instant.

At the point where the road and the railway cross each other, the road is about 60 feet above the level of the railway; and it was contemplated, in the plan sanctioned by Parliament, to carry the road over the railway, by means of a flying arch of considerable span. In the execution of the works, a tunnel has, however, been substituted for this bridge, and the point principally urged by the trustees of the turnpike road, whom I had the advantage of meeting, with the engineer of the railway, on the spot, was, that the safety of the road, and of those who traversed it, had been endangered by the state of the slope on the south side of the tunnel. I therefore referred the trustees to the latter part of your letter to their clerk of the 26th ultimo, in which they were informed that this portion of their application did not appear to be a matter with respect to which their Lordships had any powers of interference.

In regard to the question of screens, which was also urged by the trustees, I have the honour to report, for their Lordships' information, that, looking to the gradient and curve of the road, and the relative position of the railway, I am of opinion, that the danger to the passengers on the Dorchester and Weymouth turnpike road, in consequence of horses being frightened by the sight of the engines travelling on the railway, might be lessened by the erection of screens of 6 feet in height and 60 yards in length, on each side of the road, at the point where it crosses the Frome, Yeovil, and Weymouth Railway; and I consider that such screens should be completed within two months.

I beg to enclose a sectional drawing, with which the Company's engineer has been so good as to furnish me, showing the mode in which the Company now propose to construct screens of this nature, by which it will be seen, that the other complaints of the trustees of the Dorchester and Weymouth turnpike road are not unattended to.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Lieut. Royal Engineers.*

Great Western Railway, London Terminus, Paddington, February 18, 1854.

Sir,

I beg to acknowledge your letter, dated the 14th instant, in relation to the proposal for erecting screens at a bridge over the Wilts, Somerset, and Weymouth Railway, and I am desired to state that the Directors have given instructions to their engineer to carry into effect the recommendations of Lieutenant Tyler, in erecting such screens of six feet in height and 60 yards in length, to lessen the danger to persons travelling on the Dorchester and Weymouth turnpike road.

I remain, &c.

Captain Galton, R.E. &c. &c.

Charles A. Saunders, *Secretary.*

Railway Department, Board of Trade. Whitehall, February 21, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships having received a report from their inspecting officer with respect to the application of the trustees of the Dorchester and Weymouth turnpike road, for the construction of screens at the bridge which carries the road over the Frome, Yeovil, and Weymouth Railway, forwarded a copy to the Great Western Railway Company. I am now to transmit to you the enclosed extract from a letter which their Lordships have received from the Company in reply, stating that instructions have been given to their engineer to construct screens at the bridge in question, in accordance with the recommendation contained in the inspecting officer's report.

I am, &c.

Richard Hare, Esq. &c. &c.

Douglas Galton, *Captain Royal Engineers.*

Appendix No. 63.

References under General Acts.

Appendix No. 63.

THE GREAT WESTERN RAILWAY.

Taking additional Land.

Great Western Railway.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

Whereas a notice was served on me on the evening of Saturday the fourth day of February instant, signed by Charles A. Saunders, Secretary of the Great Western Railway Company, and dated the second day of February one thousand eight hundred and fifty-four, that it was the intention of the said Company, at the expiration of fourteen days from the service thereof, to make application to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, requesting the Lords of the said Committee, in accordance with the powers and provisions of the statute in that behalf, to grant their certificate to the said Great Western Railway Company, that the public safety required that additional land should be taken by the said Company, for the purpose of giving increased width to the embankment of that part of the said Company's railway adjacent to the portions of land therein-after mentioned, and for the purpose of doing such works as might prevent a recurrence of the accident or slip which had lately taken place at such point, and that the additional land required to be taken for such purposes were the portions of land which were therein-after particularly described; and the said Company thereby further gave me notice, that the portions of land required to be taken for the purposes aforesaid, were the portions of certain closes or fields, and premises situate in the parish of Saint John the Baptist, Devizes, in the county of Wilts, numbered 24, 25, 26, and 27 in the plans and in the books of reference deposited with the Clerk of the Peace for the said county of Wilts, as to lands in the said parish of Saint John the Baptist, Devizes, as mentioned in the Wilts, Somerset, and Weymouth Railway Amendment Act, 1846, which were delineated in the map or plan thereunto annexed, and therein coloured green, and that such portions contained one acre or thereabouts. Now I do hereby as a party interested in such lands, apply to the Lords of the said Committee to be heard by them before such certificate is given.

Dated this fifteenth day of February one thousand eight hundred and fifty-four.

George W. Anstie.

Railway Department, Board of Trade,
Whitehall, February 16, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your statement of the 15th instant, in which you apply to be heard by their Lordships previously to the certificate being granted to the Great Western Railway Company, authorizing them to take land belonging to you in the parish of Saint John the Baptist, Devizes, and I am to inform you, that when an application for such purpose shall have been made by the Company, my Lords will give you due notice thereof.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

G. W. Anstie, Esq.

The Wilts, Somerset, and Weymouth Railway (Devizes Branch).

To the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations.

Under the powers and provisions of the Wilts, Somerset, and Weymouth Railway Act, 1845, and the Wilts, Somerset, and Weymouth Railway Amendment Act, 1846, the Wilts, Somerset, and Weymouth Railway Company were authorized to make a Branch Railway from the Wilts, Somerset, and Weymouth Railway, called the Devizes Branch.

By virtue of the Great Western Railway Act, 1851, the undertaking of the Wilts, Somerset, and Weymouth Railway Company has been transferred to the Great Western Railway Company, together with all the powers and privileges which were theretofore vested in and might be exercised by the Wilts, Somerset, and Weymouth Railway Company.

The period for the compulsory purchase of land for the purposes of the works authorized by the said secondly-mentioned Act expired on the 3d day of August 1853.

The said works are now in course of construction.

A serious slip having lately occurred in the embankment on the line of the said railway, it appears to the Great Western Railway Company, and they humbly represent and are prepared to show to your Lordships, that the public safety requires that the additional land specified in the schedule hereto, being land adjacent to the embankment where the slip has taken place, should be permanently taken by the Company for the purpose of enabling them to give increased width to the embankment there, and to do such other works as may be sufficient to cure the defect and prevent a recurrence of the slip.

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

In accordance with the provisions of the statute 5th and 6th Victoria, cap. 55, sec. 15, the Company gave notice of their intention to make this application to Mr. George Washington Anstie as the owner of the said land, and Mr. John Ellen as the tenant and occupier thereof, who are the only persons known to the Company as interested in the land required to be taken for the purpose aforesaid, which notice was duly served upon them respectively more than fourteen days before the date hereof.

The Great Western Railway Company, therefore, in pursuance of the powers and provisions of the said last-mentioned Act, hereby humbly pray your Lordships that you will be pleased to grant to them your certificate, that the public safety requires that the additional land mentioned in the said schedule should be taken by them for the purpose aforesaid, to the intent that the compulsory powers of purchasing and taking land contained in the secondly-mentioned Act, together with all the clauses and provisions relative thereto, may as regards such additional land revive and be in force for such further period as your Lordships may be pleased to mention in such certificate.

Given under the common seal of the Great Western Railway Company this 20th day of February 1854.

SCHEDULE referred to in the foregoing Application.

All those portions of land delineated on the accompanying map or plan and coloured green thereon, being parts of certain closes or fields and premises situate in the parish of Saint John the Baptist, Devizes, in the county of Wilts, distinguished on the map or plan and in the book of reference deposited in the office of the Clerk of the Peace for the said county, and referred to by the Wilts, Somerset, and Weymouth Railway Amendment Act, with the numbers 24, 25, 26, and 27, as regards land in the said parish of Saint John the Baptist, Devizes, and which said portions of the said closes or fields and premises contain in the whole one acre or thereabouts.

CHAS. A. SAUNDERS,
Secretary of the Great Western Railway Company.

Railway Department, Board of Trade,
Whitehall, February 21, 1854.

SIR,

WITH reference to my letter of the 16th inst., I am directed by the Lords of the Committee of Privy Council for Trade to inform you that an application has been received from the Great Western Railway Company, for their Lordships' certificate to authorize the the Company to take land referred to in your letter of the 15th inst., and to request that you will forward to this department a written statement of your objections to the certificate being given.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

George W. Anstie, Esq.

Park Dale, Devizes, February 23, 1854.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

MY LORDS,

WITH reference to your letter of the 21st instant, and in obedience to your Lordships request, I submit to your consideration the following grounds of objection to the certificate being given, upon which I request to be heard:—

1st. That the land proposed to be purchased by the Great Western Railway Company and for which your Lordships' certificate is sought is not necessary for making the railway or the embankment referred to in conformity with the Wilts, Somerset, and Weymouth Railway Amendment Act, 1846.

That the embankment made has been constructed on a higher level than is authorized by the aforesaid Act of 1846, the authorized height on the land in question being 24 feet and the embankment having been made to the height of 38 feet, a part of the said embankment now remaining being 35 feet in height.

That the said embankment, had it been made in accordance with the provisions of the said Act, would not have required a greater width of land than has been already purchased.

2d. That any addition to the height of this embankment (in one half mile whereof occurs a gradient of 1 in 59 traversing a curve of only four furlongs radius) is undesirable for public safety and in every respect objectionable.

3d. That the present application to your Lordships should be regarded in connexion with a bill and plans submitted to Parliament during the present session in which this danger and inconvenience is proposed to be further augmented by an alteration of the gradient of 59 to 53.

4th. That the accident, or slip mentioned in the notice, appears to have been occasioned by wilful negligence in the execution of the works, and from inattention to water carriages and springs of water, of which both verbal and written notice had been given.

5th. That the land proposed to be purchased is not the best adapted to the drainage required.

6th. That public safety does not require the purchase of land to the extent proposed.

I am, &c.

George W. Anstie.

Railway Department, Board of Trade,
Whitehall, February 27, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d inst., stating your objections to the Great Western Railway Company taking possession of certain land belonging to you, and I am to inform you that Lieutenant Tyler, Royal Engineers, has been appointed by their Lordships to report upon the matter in question.

I am, &c.

G. W. Anstie, Esq.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, February 27, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of an application from the Great Western Railway Company for authority to take possession of certain land belonging to Mr. G. W. Anstie, in the parish of St. John the Baptist, Devizes, on the line of the Devizes Branch of the Wilts, Somerset, and Weymouth Railway, where a slip has recently taken place; and to inform you that their Lordships have appointed Lieutenant Tyler, R. E. to inspect the railway and works at the place in question.

I am, &c.

The Secretary of the
Great Western Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 17, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 27th ultimo, I proceeded on the 6th instant to Devizes, and inspected the railway and works on the portion of the Devizes Branch of the Wilts, Somerset, and Weymouth Railway which was referred to in the memorial from the Great Western Railway Company therewith enclosed.

The object of the Great Western Railway Company, as stated in that memorial, is, under the provisions of the Act 5 & 6 Victoria, cap. 55, sect. 15, to obtain their Lordships' certificate, that the public safety requires that the portions of land marked green in the accompanying plan, should be taken by them for the purpose of enabling them to give increased width to an embankment at a part of the railway where a serious slip has taken place, and to do such other works as may be sufficient to remedy the defect and prevent a recurrence of the slip.

I had the advantage of visiting the scene of the slip with Mr. Anstie, the owner of the portion of land which the Railway Company are desirous of obtaining, and with the engineer of the railway, and of hearing the views of these gentlemen on the subject. I also met them in the evening to continue the discussion, in consequence of Mr. Anstie having stated that he was not altogether prepared in the afternoon to bring forward all that he wished to urge, because he believed that a subsequent hearing would have been necessary before their Lordships in London. I have since received further communications from both parties in reference to the application.

The stratum on which the Railway Company are forming their embankment, is the upper green-sand formation, which lies over the Gault, and the lower beds of which are stated to be, in this district, exceedingly argillaceous. The surface of the ground falls considerably to the south of the land of the Railway Company; and the fields to the southward have been affected to a great extent, and in an extraordinary manner, by the weight of the embankment, in consequence, apparently, of the part immediately under the embankment, as well as that in its neighbourhood, being formed of loose stuff, which offers but little resistance to lateral motion, when acted upon by superincumbent pressure. In order to remedy this state of things, and upon the assumption that the green-sand is of a harder nature at a little distance below the surface, the Company propose to excavate the portion shown in sections A. and B. of diagram No. 2 (herewith enclosed), to replace the material with harder stuff, and to alter the south slope of the embankment, in the manner indicated by the red lines on the diagram. It is for this purpose that they require the portion of land, marked green in diagram No. 1. and situated to the south of that which has been already purchased.

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

The other portions marked green in diagram No. 1., comprising that running along the north of the railway, and that which is nearly at right angles to it on the south, are stated to be required for the purpose of drainage; the former for constructing a drain to intercept the water from the higher land on the north, and the latter for a surface drain, to convey the water from the former, and from a culvert, through which it is intended to flow, under the railway, to a lower level. Sections of these drains are also shown in sections A. and B., diagram 2.

Amongst other objections to the purchase of these portions of his land by the Railway Company, Mr. Anstie urges that the Company are about to exceed the limits of deviation allowed in vertical section by the Act of 1846, under which the railway is being constructed. The engineer of the railway admits that he is working up to a height of 38 feet, as shown in section C, diagram 2, instead of 24 feet, as written on the deposited parliamentary section, but states, that, the lateral deviation of the constructed line upon ground falling 1 in 11, gives a fall of 2 feet, and that 24 feet has been written on the deposited section instead of 30 feet, which ought to have been inserted, and which is shown by measurement to be the correct number. This computation, would, taking into account the limit of five feet allowed by the Act 8 Victoria, cap. 20, sect. 11, reduce the excess to one foot above that to which the Company are entitled.

Mr. Anstie also urges that the Company are constructing the line on a gradient of 1 in 53, in place of 1 in 59, as allowed by the Act of 1846, and that this would be for many reasons undesirable. The engineer informs me that parts of the line at this spot are to be constructed on a gradient of 1 in 52, in place of 1 in 59, and, as the Act 8 Vict. cap. 20, sect. 14, provides that in gradients of or exceeding the inclination of 1 in 100, it shall not be lawful for a Railway Company to increase the inclination to a greater extent than three feet per mile, without a certificate from their Lordships that it is consistent with safety that they should do so, it follows that the Company are increasing the gradient by an amount of nine feet more per mile than they are entitled to do.

Having duly considered the statements of the engineer of the railway, and the objections of Mr. Anstie, I have the honour to report, for their Lordships information, that I am of opinion, that the public safety requires that the additional land, coloured green on the accompanying diagram No. 1, should be taken by the Great Western Railway Company, for the purpose of securing the embankment of the Wilts, Somerset, and Weymouth Railway alluded to, where the slip has taken place. In making this report, I must beg, however, to be understood as not in any way recommending that the deviations above referred to, either in vertical section or as regards gradients, should be sanctioned by their Lordships.

I beg, in conclusion, to enclose, for their Lordship's information, three letters which I have received from Mr. Anstie since my inspection of the slip on his property, dated, respectively, on the 7th and 10th and 16th instant. They will, in conjunction with his letter to their Lordships of the 23d ultimo, afford nearly all the reasons and arguments advanced by him against the purchase of his land by the Railway Company. It will be observed, that, in the concluding paragraph but one, in his letter of the 7th instant, he expresses a wish to be heard on the subject before their Lordships; and he has also stated to me, that he hopes to be heard by counsel. In reference to his expressions of regret in the same paragraph, and to his allusions to the same subject in his letters of the 10th and 16th instant, I have only to add, that I informed Mr. Anstie, whilst on the spot, that I was ready to hear, and consider in the fullest manner, every reason that he wished to advance against the purchase of his land, although I had not been ordered to report upon the new bill which he represented the Railway Company to be submitting to Parliament during the present session.

I have, &c.
H. W. Tyler,
Captain Royal Engineers,
Inspector of Railways.

The Secretary of the
Railway Department, Board of Trade, Whitehall.

Devizes Branch of Wilts, Somerset, and Weymouth Railway.

Re G. W. Anstie, on the Application of the Great Western Railway Company.

Dear Sir, *Devizes, March 7, 1854.*

I have to day ascertained and collected the proofs you called for, of the statement that the embankment through my estate called Park Dale has been made on a level considerably higher than is allowed by the Act of 1846, or by any other statute. In doing so I feel that I am under great disadvantage, the subject itself being much better shown by maps than by writing. The proofs are I submit amply sufficient, being taken first from maps drawn by scale, the acknowledgement of the superintending engineer, Mr. Ward, and common observation of the locality. In addition to this, if anything else were necessary, circumstantial evidence from the bill and plans of the present session.

The point agreed on yesterday for trial is nearly opposite my dwelling-house, being the boundary line between 25 and 26 in the parliamentary plans of 1846, where by Mr. Ward's

admission the working plans show an embankment of 38 feet at the central line, but where the parliamentary plans of 1846 show only an embankment of 24 feet.

The variance is attempted to be justified by the liberty allowed by statute, five feet higher than the level shown in the plans. If this be admitted, there is yet nine feet additional height to be accounted for. This, it is alleged by Mr. Ward, is no more than the allowance consequent upon a lateral deviation at the same spot and downwards towards the valley, the ground inclining downwards on a slope. It is important to observe the nature of this inclination. The working plans produced yesterday prove what it is in a section of the natural earth, taken across the line; this point shows an average dip of no more than 1 in 10 (Mr. Ward supposed yesterday 1 in 12, which is more unfavourable).

To attempt to account, therefore, for this additional altitude of the permament way on the ground of authorized deviation involves a lateral deviation of 90 feet at least, but the fact I have now ascertained (with the assistance of Mr. Waylen, who has been professionally employed in railway matters in taking levels) the lateral deviation of the central line from the plans of 1846 is nine feet. This calculation I beg to observe is based on a principle too favourable to the Company, viz., taking the exact centre of the executed plan as compared with the centre line of 1846.

The allowance claimable for this lateral deviation is therefore no more than *nine-tenths of a foot*, the unauthorized addition to the embankment being more than eight feet.

The calculations based upon the plans I have mentioned have been to day tested by actual measurement of distances and found correct. To a common observer it must be evident that no greater deviation than that which I have now stated can have taken place. It was, perhaps, noticed by yourself when standing on the embankment on the spot referred to, that the slip has been greatest and most frequent where the embankment is highest, and that just below this point, near the cattle shed in the field you last visited, the ground in the fields has been raised about seven feet from its former level. It appears to be bordering on the absurd to account for a worse gradient by any reference to other circumstances, when the cause of it is so obvious in the shortening of the line as described by Mr. Ward, and the admission of it by the new bill and plans asking for a gradient of 1 in 53.

If this were an ordinary embankment and not the dangerous one described in my third objection it would be of less importance, but in the conjunction of the circumstances there described, it would not be possible to find one so hazardous in the United Kingdom. Have then the investigations you have made changed its character? Have they not rather discovered that in addition to what I had described, the ground itself is the worst possible, for a high embankment, that nothing should induce the government to sanction an application which is grounded on a gross violation of public rights? for to the addition of the eight feet to the embankment must be attributed much of the injury already perpetrated. If, therefore, the Company are to be sanctioned in their wrong doing and not bound over to retrace their steps, we must henceforth proclaim to the country that a public robber shall be entitled to a premium.

It appears to me that the application cannot with any propriety be entertained without requiring from the Company a written and binding engagement to reduce the embankment to 30 feet in the part in question, to maintain a gradient of 1 in 59, and to make such stipulations as shall render their projected drainage innocuous to the owner of my lands.

The laws of this country have placed the power of adjudication in these matters in their Lordships for the protection of the public, and also of private rights, where the resistance of public wrong may be difficult and expensive. On their decision therefore I shall rely, believing that the history of railway accidents during the last few years will induce them to require better gradients and less hazardous undertakings, rather than to sanction in any way lines attended with greater risks and called for by the breach of public regulations.

I can scarcely bring myself to the conviction that their Lordships will give a decision against me without a hearing, the words of the statute being so explicit; nor can I feel satisfied in being shut out from pressing upon their attention the third objection which you considered you were not commissioned to report upon.

In conclusion, allow me to say that the welfare of this town depends upon having a passengers' railway; the plans of the Great Western Railway Company are adapted only for luggage trains, an object which completely accords with the large depôts for coal and goods already projected.

I remain, &c.

George W. Anstie.

P.S.—I hoped to have been able to send you a geological section of the ground by Mr. Cunnington, the practical geologist of the county, and the evidence of an old engineer. I will endeavour to send them to you to-morrow or bring them on Friday morning.

Devizes Branch of Wilts, Somerset, and Weymouth Railway.

Re G. W. Anstie, on the Application of the Great Western Railway Company.

Dear Sir, *Devizes, March* 10, 1854.

I am not called to London to-day as I expected by other business, and therefore send the geological section by Mr. Cunnington by mail. The facts to which my

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

father's old engineer would speak, are so much the same with what your own observation has no doubt suggested, that I have not thought it desirable to trouble you with them.

I perceive, on a reperusal of my letter of the 7th instant, a few clerical mistakes; one occurs about the middle of it, and the third objection is referred to instead of the second. I also see that I have alluded to your not considering that you were called upon to report upon the third objection, rather than to receive evidence or to hear me upon it.

I remain, &c.

Lieut. Tyler, GEORGE W. ANSTIE.
Board of Trade, Whitehall.

DEAR SIR, *Devizes, March* 16, 1854.

I CERTAINLY understood you to say, when at Devizes and at our last interview, that you could not enter into the inquiry raised by my third objection on which I was prepared to offer the evidence of my friend Mr. James Waylen, and to make a statement which it appears to me ought to be made, and considered by their Lordships, as the responsible supervisors of railway operations. My friend Mr. Waylen understood you to express the same decision.

If their Lordships upon your report obtain from the Great Western Railway Company such assurance as will lead to an alteration of the bill now before the House, so as to preserve the gradient to 1 in 59, and the embankment to 30 feet, the public will, I think, consider the arrangement satisfactory, whatever I may as a landowner object to.

My opinion on the Act empowering their Lordships to grant a certificate, leads me to believe that no certificate given without a hearing by their Lordships, will authorize a compulsory sale of the land. In saying this, I beg that I may not be understood as expressing any doubt of your willingness to give the best advice and opinion upon the facts presented to you, but from knowing professionally how important it is that both parties should appear together, and that statements should not be made by either party but in the presence of the other and of the court.

Having every desire to facilitate public improvements, and the fullest confidence in the opinion of their Lordships, I intend to throw on them the responsibility of resisting my appeal. I believe that if ever there be a case demanding government intervention it is this; and I see not the least difficulty, now that the second reading in the Commons has passed, and the time for petitioning gone by, why the Company should not comply with the reasonable terms which have been suggested.

Whatever mischief may at any time ensue from a refusal to correct this hazardous portion of the line, will lie at the doors of those who are responsible for the alteration.

I remain, &c.

Lieut. Tyler, GEORGE W. ANSTIE.
Board of Trade, Whitehall.

Railway Department, Board of Trade,
SIR, *Whitehall, March* 22, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication they have received from Mr. G. W. Anstie, with reference to the application of the Great Western Railway Company for their Lordships' certificate, under the 15th section of the 5 & 6 Vict. c. 55, to authorize the Company to take land in the parish of St. John the Baptist, Devizes, on the Devizes Branch of the Wilts, Somerset, and Weymouth Railway.

I am to request that you will lay this document before the Directors of the Great Western Railway Company, and in particular that their attention may be called to the statement made by Mr. Anstie, that, in constructing the railway through his land, the Company are deviating from the levels and gradients marked on the parliamentary plan, to an extent exceeding that allowed by the Railway Clauses Consolidation Act.

An officer of this department having, by their Lordships' direction, inspected the works at the place in question, it appears from his report that there is reason for thinking that this statement is well founded. I am, therefore, further to request that you will forward to their Lordships any explanation the Directors may have to offer on the subject.

I have, &c.

The Secretary of the DOUGLAS GALTON,
Great Western Railway Company. *Captain Royal Engineers.*

Great Western Railway, London Terminus,
SIR, *Paddington, April* 6, 1854.

Having submitted to the Board of Directors your letter to me, enclosing Mr. Anstie's statement objecting to the additional land being taken at Devizes for the line of railway, they have required their engineer to explain all the circumstances of the change of level to which that gentleman refers.

I am instructed to forward to you a copy of Mr. Brunel's report, with the plan which accompanied it, expressing the hope that they will prove, to the satisfaction of the Board of Trade, that the alteration of level is within the prescribed limits allowed by the Act of Parliament.

I remain, &c.

Captain Galton, R.E.
&c. &c.

Charles A. Saunders,
Secretary.

18, *Duke Street, Westminster,*
March 31, 1854.

Sir,

In reply to Mr. Anstie's statement, I beg to say that we have not deviated either in levels or plan over Mr. Anstie's land, beyond or even to the very limited extent permitted by our parliamentary powers.

Why the embankment which was figured only 24 feet high, though it scaled more on the parliamentary section, is now required to be 38, I can easily explain; and I believe my resident engineer, Mr. Ward, did explain it. But it is now unnecessary to load the case with arguments or explanations which are irrelevant. The levels to which we are bound are the levels of the rail, as referred to in the common datum line, not to the surface of the ground; but from these levels we are allowed to deviate 5 feet, but no more. If the heights of embankment from the surface of the ground, as written or shown on the parliamentary section, were taken, as we have, laterally, we could make frequently unlimited alteration of real levels. But, without going into the reason why Parliament fixed it, this is now the law; and even if, by original errors in the section, which will occur, or by the necessary consequences of a lateral deviation, that which was a cutting should become an embankment, or an embankment of 10 feet become one of 50 feet, we are bound to the levels from the datum, and have a power of deviating from this of 5 feet. Within this limit we have proposed and do propose to execute the work, and have no desire to exceed it, and therefore I have nothing more to say, as Mr. Anstie's objection is founded on a mistake.

As regards any alleged alteration of gradient beyond our powers, I do not know how this could affect Mr. Anstie, as, even if correct, it does not affect the present question, which is merely the question of our power to make the embankment of the height we propose.

I shall be quite prepared to show that the gradients on which we propose to lay the rails at this particular spot are those which any engineer would adopt as the best for the working of the line; and if we have occasion to deviate from the parliamentary gradient to a greater extent than the general Act allows, I must satisfy the advisers of the Board of Trade that it is consistent with public safety—but the question does not arise at present. Without altering the parliamentary gradient of 1 in 59, the whole inclined plane may be raised 5 feet (we only require 4·6), or we will assume that the gradient of 1 in 59 is altered to 1 in 57·08 (which is within the parliamentary limits) for some distance back, which would diminish the amount of earthwork, and this we are prepared to do, but should prefer, however, as a better working gradient, and for no other reason, a longer length of 1 in 60, and a short length of 1 in 53 towards the end of the incline, and which we shall in due time apply to Parliament, or to the Board of Trade, to sanction. But as it does not affect the question of the height of embankment in Mr. Anstie's, it is unnecessary to enter upon the question now.

I enclose a section showing the original parliamentary levels and gradients, and the extent to which we can alter the parliamentary levels within the powers of the Act, and the line of rails as we propose to construct the railway, and am prepared to prove the correctness of these documents.

I am, &c.

C. A. Saunders, Esq. (signed) I. K. Brunel.

Railway Department, Board of Trade,
Whitehall, April 12, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, with reference to your letter of the 23d February, to inform you that my Lords have communicated with the Great Western Railway Company on the subject of the deviation of the levels of the Wilts, Somerset, and Weymouth Railway, near Devizes, beyond the parliamentary limits alleged by you to have taken place in the construction of the line, and they have received a reply from the Company, a copy of which is enclosed; and my Lords request that you will forward to them any observations which you may have to offer thereon, at your earliest convenience.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

G. W. Anstie, Esq.

Devizes, May 1, 1854.

Sir,

I have given considerable time and attention to the report of Mr. Brunel, with reference to the embankment before my house and the levels near to it. The section

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

accompanying the report is not, in my opinion, exact or complete on the points of difference. I purpose submitting to their Lordships a more complete one.

In reference to the opinion which Mr. Brunel very confidently pronounces upon the construction of Railway Acts of Parliament, I shall submit to their Lordships that Mr. Brunel has only stated part of the rule which governs these transactions. The cases to which I beg to call their Lordships' attention, and which I apprehend are now the ruling cases on such questions, are Beardiner *v.* the London and North Western Railway Company —*Law Journal*, vol. 18, new series, page 432; and the North British Railway Company *v.* Tod—vol. 12, *Clark and Finelly's Reports*, 722.

When I have the sections ready I will show their application to the case, but I think on a matter of this kind I am at liberty to say, that if Mr. Brunel be skilful in the construction of a railway, it does not follow that he is any authority in the construction of an Act of Parliament.

I am, &c.

Captain Galton, R.E. GEO. W. ANSTIE.
&c. &c.

Railway Department, Board of Trade,
Whitehall, May 2, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 1st inst., relative to Mr. Brunel's report on the application of the Great Western Railway Company for a revival of their power for taking compulsory possession of land, and to inform you that my Lords will feel obliged by your forwarding at your early convenience the further remarks you wish to offer, in order that as little delay as possible may take place before they can come to a decision on the case in question.

I am, &c.

G. W. Anstie, Esq. DOUGLAS GALTON,
Captain Royal Engineers.

Wood's Hotel, Furnival's Inn,
May 11*th*, 1854.

SIR,

WHEN I addressed to you my last letter, on the 1st inst., I purposed calling in the assistance of some London civil engineer, to examine the parliamentary plans deposited in 1845 with Mr. Brunel's section, of which I have been favoured with a tracing, and from them to have presented a more complete plan, and, so far as the difference becomes one of detail, more exact.

I have now accomplished this investigation, but am completely stopped in my endeavours to furnish an addition to this section, from this now unimportant circumstance that the section presented by Mr. Brunel has not been made with reference to the datum line shown in the parliamentary plans deposited in 1845.

The datum line of the parliamentary plans of 1845 is taken from a point so near to my house and the embankment in question, and is at so short a distance from the bottom of the incline as to be easily used as a test.

I am advised that one day will be amply sufficient for ascertaining the levels.

I therefore request their Lordships to have the levels taken by a Government engineer. I cannot therefore admit the accuracy of Mr. Brunel's section, nor that the difference between the height of the embankment, as shown in the working plans and on the parliamentary plans deposited in 1845, can be accounted for by the supposition of immaterial but original errors in the section.

The difference is explicable on other grounds.

A comparison between Mr. Brunel's section and the parliamentary plans deposited in 1845 will show not merely an altered datum line, but a different marking of distances.

But irrespectively of the foregoing observations, which I submit to their Lordships' consideration, I have, it appears to me, an answer to Mr. Brunel's report, and to the application made, not on disputed statements, but on facts already ascertained.

I refer to the statement made in my letter of the 23d of February, and which remains uncontradicted, viz., that allowing 5 feet vertical deviation, there is yet to be accounted for upwards of 9 feet; that taking Mr. Ward's own statement, or that shown as the surface level on the section produced at Devizes, there is an unauthorized height of 8 feet.

Mr. Brunel endeavours, by a confident assertion of the parliamentary rule as to levels, to get rid of this objection. He states that "the consequence of a lateral deviation may "be that a cutting may become an embankment, or an embankment of 10 feet become one "of 50." I do not deny this, but I observe that Mr. Brunel prudently avoids the assertion that the difference in the height of the embankment opposite to my house is caused by any such lateral deviation.

He also states that "the levels to which we are bound are the levels of the rails as referred to in the common datum line, not to the surface of the ground."

It is undoubtedly a settled principle, established by decisions of the House of Lords on appeal, that where, in consequence of a deviation of the centre line and the inclination of

the ground, the surface line and the common datum line cannot both be obeyed in the formation of the railway, the surface line must yield to the common datum line, but there is no case which rules that the surface line is not to be regarded and obeyed in all other cases. In the two cases mentioned in my last letter the decision was grounded upon the admitted or proved fact, that making the necessary allowance for the inclination of the ground at the point of lateral deviation, the vertical deviation of 5 feet had not been exceeded.

In this case it has been exceeded by 8 feet.

If any other interpretation of the parliamentary rule were adopted, the orders which prescribe the accurate delineation of surface levels, &c. would be rendered nugatory. Indeed it would be easy to imagine cases where, upon such a false interpretation of parliamentary law, a company allowed to disregard everything but the common datum line may occasion the greatest and most injurious interferences with both public and private rights.

I submit to their Lordships that in this view of the case, on which the facts are not disputed, the application should be dismissed, and that my costs may be allowed.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

George W. Anstie.

Railway Department, Board of Trade,
Whitehall, May 23, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 11th instant, upon the subject of the application of the Great Western Railway Company for a revival of their powers for the purchase of land on the Wilts, Somerset, and Weymouth Railway.

My Lords direct me to observe that there appears to be some misapprehension on your part upon the subject of the datum line of this portion of the Wilts, Somerset, and Weymouth Railway. It would appear that the branch to Devizes as authorized by the 8th & 9th Vict. cap. 53, commenced in the parish of Melksham, and terminated in the town of Devizes, and that the datum line of the works authorized by the said Act was 250 feet below the rails of the Great Western Railway at Thringley, but a deviation line was authorized in 1846, which commences in the parish of Bradford and terminates in Devizes, and that this deviation line had for its datum level a point 450 feet below a mark on the flag-stone on the west side of the market-cross at Devizes, and it would appear to be upon this deviation line that the additional land now required by the Company is situated.

From a comparison of the parliamentary plan deposited in this department with the section forwarded by the engineer of the Great Western Railway, it would appear that this latter agrees with the parliamentary plans belonging to the Act of 1846, both as regards the datum line and the level of the rails. My Lords are not therefore disposed to entertain any doubt upon the accuracy of the datum line, unless you can adduce satisfactory evidence to show that it is incorrect; and upon a review of the case at present before them, it does not appear to their Lordships, that the necessity for taking the additional land applied for by the Company has been occasioned by a deviation from the parliamentary plans beyond the authorized limits.

Under these circumstances, my Lords direct me to inform you that they do not feel that they would be justified in any longer withholding their certificate from the Great Western Railway Company, in accordance with the report of their inspecting officer, made after communicating with you. But lest they should not be in possession of all the facts of the case, and in order that you may have the opportunity you have requested of laying your objections more fully before them, they direct me to state that, should you still desire it, they are prepared, before coming to a decision, to grant you a hearing, and upon receiving an intimation that such is your wish, which my Lords request may be conveyed to them at your earliest convenience, they will at once appoint a time for all parties to attend.

With respect to the concluding paragraph of your letter praying that your costs may be allowed, my Lords direct me to inform you that they possess no jurisdiction as regards costs, except in the event of their certificate being refused.

I have, &c.

G. W. Anstie, Esq.
&c. &c.

Douglas Galton,
Captain Royal Engineers.

Devizes, May 26, 1854.

Sir,

The statement in my last letter of the 11th inst. was not hastily made, and if misapprehension shall be found to exist their Lordships will not have to accuse me of presenting an objection unsupported by professional assistance. Previous to my letter being written I employed a civil engineer of competent ability, and acted on his report, and since the receipt of your letter of the 23d inst. I have again referred to a gentleman in this neighbourhood, lately employed in such matters, who assures me that the fact must be as I have stated it.

References under General Acts.

On this ground, as well as on the objections before brought before their Lordships it is my wish to be heard in opposition to this application.

I am, &c.

Appendix No. 63.

Captain Douglas Galton, R.E.
&c. &c.

GEORGE W. ANSTIE.

Taking additional Land.

Great Western Railway.

Railway Department, Board of Trade,
Whitehall, May 27, 1854.

SIR,

WITH reference to your letter of the 26th inst. stating that you wish to be heard in opposition to the application made by the Great Western Railway Company for taking your land, I am to inform you that my Lords have appointed Thursda ynext, the 1st June, at two o'clock, for an interview on this subject.

I am, &c.

G. W. Anstie, Esq.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 27, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords, having received an application from Mr. Anstie to be heard in opposition to the application made by the Great Western Railway Company for a revival of the compulsory powers of the Company for taking land near Devizes, under the provisions of the Act 5 & 6 Vict. cap. 55, have appointed Thursday next, the 1st June, at two o'clock, for an interview on this subject, and they direct me to request that some duly authorized person may attend on behalf of the Great Western Railway Company on the occasion.

I am, &c.

The Secretary of the
Great Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Great Western Railway, London Terminus,
Paddington, May 29, 1854.

SIR,

I HAVE to acquaint you, in reply to your letter of the 27th instant, that Mr. Brunel, the engineer of the Company, with Mr. Knapp, one of the solicitors of the Company, will be instructed to attend at the Board of Trade on Thursday next, at two o'clock, for the purpose of meeting any parties who are to be heard in behalf of Mr. Anstie, of Devizes, against the application for taking some of his land.

I have, &c.

Captain Galton, R.E.
&c. &c.

CHARLES A. SAUNDERS,
Secretary.

Railway Department, Board of Trade,
Whitehall, May 29, 1854.

SIR,

WITH reference to the letter of the 27th instant from this department, appointing an interview with you for Thursday next the 1st June, at two o'clock, for hearing the grounds of your opposition to the application made by the Great Western Railway Company, under the proceedings of the Act 5 & 6 Vict. c. 55, for a revival of their compulsory powers for taking land, I am directed by the Lords of the Committee of Privy Council for Trade, to inform you that their Lordships are compelled, from unavoidable circumstances, to postpone the interview in question until Monday, the 12th June, at two o'clock.

I have, &c.

DOUGLAS GALTON,

G. W. Anstie, Esq.

Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 29, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you, with reference to your letter of the 29th instant, acknowledging receipt of a letter of the 27th instant from this department, acquainting you that their Lordships had appointed Thursday next, the 1st June, at two o'clock, for hearing the objections of Mr. Anstie to the application made by the Great Western Railway Company, under the provisions of the Act 5 & 6 Vict. c. 55, for a revival of the compulsory powers of the Company for taking land, that their Lordships are compelled, from unavoidable circumstances, to postpone the interview in question until Monday the 12th June, at two o'clock.

I am, &c.

The Secretary of the
Great Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

SIR, *Devizes, May* 29, 1854.

I BEG to acknowledge the receipt of your letter informing me of an appointment made by the Lords of the Committee of Privy Council, for an interview on the subject of the application made by the Great Western Railway Company, at two o'clock on Thursday next.

It will, no doubt, appear to you essential, in order to a comparison of Mr. Brunel's section with the parliamentary plans referred to in the Act of 1846, *but deposited in* 1845, that these plans should be produced for their Lordships' inspection at the hearing. I believe it is not usual nor permitted to remove these plans from the custody of the officer of the House of Commons, without leave being first obtained during a sitting of the house. The rule on this subject you must be more fully acquainted with than myself, but as I imagine nothing but an actual inspection of the plans will be a sufficient test of the correctness of Mr. Brunel's sectional drawing, I respectfully submit to their Lordships the necessity of their having these plans produced at the hearing on Thursday.

I have, &c.

Captain Douglas Galton, R.E. GEORGE W. ANSTIE.
&c. *&c.*

Railway Department, Board of Trade.
Whitehall, May 30, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th instant, suggesting the propriety of producing certain plans at the interview appointed for you with their Lordships, relative to your opposition to the application of the Great Western Railway Company, under the provisions of the Act 5 & 6 Vict, c. 55, for a revival of their compulsory powers for taking possession of your land.

In reply I am to inform you that plans were deposited in this department in 1845 which had reference to the Act of 1845, and that other plans were deposited in 1846 which had reference to the Deviation Act of 1846, and that there is no necessity for my Lords to have recourse to the plans deposited in the House of Commons, as they are in possession of plans exactly similar, deposited under a standing order of that house.

I am, &c.

G. W. Anstie, Esq. DOUGLAS GALTON,
Captain Royal Engineers.

Minute of the Lords of the Committee of Privy Council for Trade.

MY Lords heard this day (the 12th June 1854) Mr. George Anstie in opposition to the application of the Great Western Railway for a revival of their powers for the compulsory purchase of land, situate in the parish of St. John the Baptist, Devizes, in the county of Wilts, and belonging to Mr. Anstie; and my Lords heard Mr. I. K. Brunel, Mr. A. J. Knapp, and Mr. R. J. Ward, on the part of the Great Western Railway, in reply.

My Lords are pleased to direct the certificate to be issued.

Railway Department, Board of Trade,
Whitehall, July 5, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed certificate by their Lordships for the revival of the powers of the Great Western Railway Company (Wilts, Somerset, and Weymouth Railway Amendment Act, 1846) for the compulsory purchase of certain land belonging to Mr. G. W. Anstie, in the parish of Saint John the Baptist, Devizes, and county of Wilts.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Great Western Railway Company. *Captain Royal Engineers.*

WHEREAS by "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846," the Wilts, Somerset, and Weymouth Railway Company were authorized, amongst other things, to make a Branch Railway commencing in the parish of Bradford and terminating in the parish of St. John the Baptist, at or near the town of Devizes, in the County of Wilts, and certain compulsory powers were given to the said Company of purchasing and taking lands for the construction of the said Branch Railway, but the period limited for the exercise of s ch powers has some time since expired: And whereas by "The Great Western Railway Act, 1851," the said Wilts, Somerset, and Weymouth Railway Company were dissolved and the undertaking of the said Company together with all powers and

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

privileges relating to the same was transferred to and is now vested in the Great Western Railway Company: And whereas the said Great Western Railway Company, in pursuance of an Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for the better regulation of Railways and for the conveyance of Troops," did, on the twenty-first day of February one thousand eight hundred and fifty-four, apply to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations to certify that the public safety requires that the land herein-after mentioned should be taken by the said Company for the purposes herein-after described, relating to the works of the said Branch Railway, having fourteen days before the time of making such application given notice in writing in the manner prescribed by the Acts of the said Company for serving notices on landowners of their intention to make such application to George Washington Anstie, the owner of the said land, and to John Ellen, the occupier of the same, being the only parties known to the said Company as interested in the said land and stating in such notice the particulars of the land required: And whereas the said George Washington Anstie did within the said period of fourteen days apply to the Lords of the said Committee to be heard by them before any such certificate should be given, and the said George Washington Anstie and the said Great Western Railway Company were accordingly, on the twelfth day of June one thousand eight hundred and fifty-four, heard upon the matter aforesaid by the Lords of the said Committee: Now, therefore, the Lords of the said Committee in pursuance of the provisions for this purpose contained in the herein-before mentioned Act of the sixth year of the reign of Her present Majesty do hereby certify that the public safety requires that the several portions of land adjoining to the said Branch Railway in the parish of Saint John the Baptist, Devizes, in the county of Wilts, and delineated in the plan drawn in the margin of these presents and therein coloured *green*, and containing in the whole one acre or thereabouts being parts of certain closes or fields and premises numbered 24, 25, 26, and 27 respectively as regards land in the said parish of Saint John the Baptist, Devizes, in the plans and books of reference referred to in the said Wilts, Somerset, and Weymouth Railway (Amendment Act, 1846) should be taken by the said Great Western Railway Company, for the purpose of giving increased width to the embankment of the said Branch Railway, and for doing such works as may be necessary for the repair or prevention of accidents or slips in the embankment or other works of the said Branch Railway, and in addition to the land heretofore taken by the said companies for the purposes of the said Branch Railway. And the Lords of the said Committe do hereby direct and declare that the period for which the compulsory powers of purchasing and taking land contained in the Wilts, Somerset, and Weymouth Railway (Amendment) Act, 1846, together with all the clauses and provisions relating thereto shall, as regards the portions of land herein-before mentioned, revive and be in full force, for the period of six calendar months from the day of the date of these presents.

Signed by order of the Lords of the said Committee, the fifth day of July one thousand eight hundred and fifty-four.

(Signed) J. E. Tennent,
One of the Joint Secretaries to the said Committee.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

My Lords, *Devizes, Feb.* 2, 1855.

In obedience to your Lordships' appointment, I attended to oppose an application made by the Great Western Railway Company, for powers to purchase land, part of my estate called Park Dale, in the borough of Devizes, on Monday the 12th day of June, 1854.

Your Lordships postponed your decision on the subject, and I was not informed of its nature. Having been put to great personal inconvenience by this application, and being assured that if your Lordships refused your certificate it would be on the conviction that the plans proposed to be carried out by the applicants would be injurious to public safety, and, believing if this was the case, that as your Lordships were fully informed of the nature of the bill then before Parliament, some securities or guarantees would be required for constructing the line on an improved gradient, I put myself to very considerable trouble and expense.

Not having been informed by your Lordships of the decision of the Court, I beg that I may be permitted to know it, as is usual to the poorest and least influential of Her Majesty's subjects in such cases.

If it shall appear that your Lordships have refused the certificate applied for, I beg to submit to your Lordships that being obliged to employ two civil engineers at my own expense, and having been put to very considerable expenses in searches and travelling, in addition to my loss of time, I submit to your Lordships that my costs and expenses should be defrayed by the Great Western Railway Company.

I am, &c.
George W. Anstie.

Railway Department, Board of Trade,
Whitehall, Feb. 5, 1855.

References under General Acts.

Appendix No. 63.

Taking additional Land.

Great Western Railway.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 2d inst., requesting to be informed of their Lordships' decision on the application of the Great Western Railway Company to take possession of additional land in the parish of St. John the Baptist, Devizes; and to inform you that my Lords, after having carefully considered the arguments adduced by you, decided upon granting the certificate in question, which was forwarded to the Company in the month of July last. I am to add that it does not appear to my Lords that they have any power to award costs in this matter.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

G. W. Anstie, Esq.

Appendix No. 64.

Appendix No. 64.

Byelaws.

Lancashire and Yorkshire Railway.

LANCASHIRE AND YORKSHIRE RAILWAY.

Lancashire and Yorkshire Railway,
Secretary's Office, Manchester, June 16, 1854.

Sir,

I beg to submit for the approval of the Lords of the Committee of Privy Council for Trade the accompanying byelaw, proposed by this Company to be substituted for the existing byelaw, No. 1.

I am, &c.
John Dunstan, jun.

The Secretary of the
Railway Department, Board of Trade.

"No passenger will be allowed to enter any carriage used on the railway, or to travel therein upon the railway, without having first paid his fare and obtained a ticket, or (as the case may be) without having paid for and obtained a contract or season ticket, giving him authority to travel during a stipulated period of time. Each passenger, on payment of his fare, or the price of his contract or season ticket, will be furnished with a ticket specifying the class of carriage, and the distance for which, or places for travelling between which the payment has been made; which ticket (whether a contract or season ticket, or otherwise) such passenger is to show whenever required by the guard in charge of the train, or some other servant of the Company, and which ticket (if other than a contract or season ticket) such passenger is also to deliver up before leaving the Company's premises upon demand to the guard or other servant of the Company authorized to collect tickets. Any passenger not producing his ticket as aforesaid (whether it be a contract or season ticket, or otherwise) or any passenger not delivering up his ticket as aforesaid (if it be other than a contract or season ticket) will be required to pay the fare from the place whence the train originally started, or, in default of payment thereof, shall forfeit and pay a sum not exceeding forty shillings."

Railway Department, Board of Trade,
Whitehall, June 22, 1854.

Sir,

With reference to the proposed byelaw of the Lancashire and Yorkshire Railway Company, transmitted in your letter of the 16th inst., I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords will not object to the alteration of the first of the Company's present byelaws in the manner contemplated, so as to extend it to season tickets as well as other tickets. At the same time, their Lordships would suggest that it might tend to prevent any hardship or inconvenience resulting from the change, if means were adopted for making the alteration of the byelaw generally known, a reasonable time before the Directors proceed to put it in force.

With a view to the formal signification of their Lordships' allowance of the byelaw, I am to request that you will forward to me a copy of the byelaw in duplicate under the Company's seal; one of those copies will then be returned to you with the certificate of their Lordships' approval, and the other copy recorded in this department.

I am, &c.
James Booth.

The Secretary of the
Lancashire and Yorkshire Railway Company.

Lancashire and Yorkshire Railway,
Secretary's Office, Manchester, July 8, 1854.

Sir,

Byelaws.

Referring to your communication of the 22d ultimo, upon this subject, I beg leave to enclose, for the certificate of the Lords of the Committee of Privy Council for

References under General Acts.

Appendix No. 64.

Byelaws.

Lancashire and Yorkshire Railway.

Trade, six sealed copies of the Company's byelaws, including the amended byelaw, the subject of our recent correspondence.

One copy you will be good enough to retain, and return to me the remainder.

The suggestion of my Lords, that notice should be given to the public of the alteration, has been adopted.

I am, &c.

James Booth, Esq. JOHN DUNSTAN, jun.
&c. &c. *Secretary.*

Railway Department, Board of Trade,
Whitehall, July 11, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th inst., enclosing duplicate copies of the amended byelaws of the Lancashire and Yorkshire Railway Company; and I now return one copy with the certificate of their Lordships' approval affixed.

With reference to your request for the return of the other four copies, I am to state that it is not the practice of my Lords to attach the certificate of their approval to more than one copy of the byelaws of Railway Companies.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Lancashire and Yorkshire Railway Company. *Captain Royal Engineers.*

BYELAWS and REGULATIONS made by the Lancashire and Yorkshire Railway Company, for regulating the travelling upon the Lancashire and Yorkshire Railway.

1. No passenger will be allowed to enter any carriage used on the railway, or to travel therein upon the railway, without having first paid his fare and obtained a ticket, or (as the case may be,) without having paid for and obtained a contract or season ticket, giving him authority to travel during a stipulated period of time. Each passenger, on payment of his fare or the price of his contract or season ticket, will be furnished with a ticket specifying the class of carriage and the distance for which, or places for travelling between which, the payment has been made; which ticket (whether a contract or season ticket, or otherwise,) such passenger is to show whenever required by the guard in charge of the train, or some other servant of the Company, and which ticket (if other than a contract or season ticket,) such passenger is also to deliver up before leaving the Company's premises, upon demand, to the guard or other servant of the Company authorized to collect tickets. Any passenger not producing his ticket as aforesaid, (whether it be a contract or season ticket or otherwise,) or any passenger not delivering up his ticket as aforesaid, (if it be other than a contract or season ticket,) will be required to pay the fare from the place whence the train originally started, or in default of payment thereof shall forfeit and pay a sum not exceeding forty shillings.

2. At the intermediate stations the fares will only be accepted, and the tickets (whether contract or season tickets or otherwise,) furnished conditionally, that is to say, in case there shall be room in the train for which the tickets are furnished; in case there shall not be room for all the passengers to whom tickets have been furnished, those to whom tickets have been furnished for the longest distance shall have the preference, and those to whom tickets have been furnished for the same distance shall have priority, according to the order in which the tickets have been furnished as denoted by the consecutive number stamped upon them.

3. Any person travelling without permission in a carriage of a superior class to that for which he has obtained a ticket, is hereby subjected to a penalty not exceeding forty shillings.

4 Smoking tobacco is strictly prohibited both in the carriages and in the Company's stations. Every person smoking tobacco in a carriage or station is hereby subjected to a penalty not exceeding forty shillings: and every person persisting in smoking tobacco in a carriage or station, after being warned to desist by the guard in charge of the train, or any officer of the Company, shall, in addition to incurring a penalty not exceeding forty shillings, be immediately, or if travelling, at the first opportunity, removed from the Company's premises.

5. Any person found in a carriage or station in a state of intoxication, or committing any nuisance, or otherwise wilfully interfering with the comfort of other passengers, is hereby subjected to a penalty not exceeding forty shillings, and shall immediately, or if travelling, at the first opportunity, be removed from the Company's premises.

6. Any passenger cutting the linings, removing or defacing the number plates, breaking the windows, or otherwise wilfully damaging or injuring any carriage used on the railway, shall forfeit and pay a sum not exceeding five pounds, in addition to the amount of any damage for which he may be liable.

7. No passenger shall be permitted to ride on the roof, steps, or platform of any carriage; and any person persisting in doing so, after being warned to desist by the guard in charge of the train, or any officer of the Company, is hereby subjected to a penalty not exceeding forty shillings.

8. Any passenger entering or leaving, or attempting to enter or leave, any of the carriages while the train is in motion, is hereby subjected to a penalty not exceeding forty shillings.

9. Dogs will not be suffered to accompany passengers in the carriages, but will be conveyed separately and charged for.

Given under the common seal of the Lancashire and Yorkshire Railway Company, the first day of July in the year of our Lord one thousand eight hundred and fifty-four.

JNO. DUNSTAN, jun. (L.S.)
Secretary.

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, hereby signify their allowance and approval of the above-written byelaws and regulations. Signed by order of the Lords of the said Committee, the eleventh day of July, one thousand eight hundred and fifty-four.

DOUGLAS GALTON.
One of the Assistant Secretaries of the said Committee.

References under General Acts.

Appendix No. 64.

Byelaws.

Lancashire and Yorkshire Railway.

APPENDIX No. 65.

Appendix No. 65.

Taking additional Land.

London and North Western Railway.

THE LONDON AND NORTH WESTERN RAILWAY.

To the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

The Memorial of the London and North Western Railway Company showeth,

That by an Act of Parliament passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from London to Birmingham," the Company thereby incorporated were empowered to purchase and take lands for the purposes of their undertaking, and the exercise of such powers was by such Act limited to the period of three years from the passing thereof.

That by an another Act passed in the fifth and sixth years of the same reign, intituled An Act to enable the London and Birmingham Company to extend and alter the line of such railway, and for other purposes relating thereto," the time limited by the said first-mentioned Act for the taking and using of lands was extended for the further period of one year.

That such periods of three years and one year respectively have long since elapsed.

That by an Act of Parliament passed in the fifth and sixth years of Her present Majesty's reign, intituled "An Act for the better regulation of railways and for the conveyance of troops," after reciting that it was some time found necessary for the public safety that additional land should be taken by Railway Companies after the expiration of the periods limited by their several Acts of Parliament for the compulsory purchase of lands for the purpose of giving increased width to the embankments and inclination to the slopes of railways, and for other purposes in the said Act mentioned, it is enacted that in every case in which the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations shall certify that the public safety requires additional land to be taken by any Railway Company, for such purposes as aforesaid, the compulsory powers for purchasing and taking land contained in the Act or Acts of such Railway Company together with all the clauses and provisions relative thereto, shall, as regards such portion or portions of land as may be mentioned in the certificate of the Lords of the said Committee, revive and be in full force for such further period as shall be mentioned in such certificate; and it is by the said Act provided, that any Railway Company applying to the Lords of the said Committee for any such certificate, shall give fourteen days' notice in writing of their intention to make such application to all the parties interested in such lands, and shall state in such notice the particulars of the land required.

That by an Act passed in the ninth and tenth years of Her present Majesty's reign, the said London and Birmingham Railway Company was amalgamated with the Grand Junction Railway Company and the Manchester and Birmingham Railway Company into one Company, under the name of the London and North Western Railway Company.

That it is necessary, for the public safety, that your memorialists should be empowered to purchase and take a certain additional piece or parcel of land situate in the parish of Saint John, Hampstead, in the county of Middlesex, containing by admeasurement one acre one rood and thirty-one perches, or thereabouts, and delineated on a plan attached hereto, and thereon distinguished by a red colour, for the purpose of giving increased width to certain embankments and increased inclination to certain slopes of the railway authorized by the said first-mentioned Act.

That your memorialists have duly served notices in writing more than fourteen days before the making of the present application on all the parties interested in such lands, of their intention to apply to your Lordships to exercise the said power of granting a certificate that the public safety requires that the said additional piece or parcel of land (which was in the said notice particularly described) should be taken for the purposes aforesaid, to the end that, upon the granting of such certificate, the compulsory powers to purchase and

References under General Acts.

Appendix No. 65.

Taking additional Land.

London and North Western Railway.

take land contained in the said first-mentioned Act, with all the clauses and provisions relating thereto, should, as regards the said piece or parcel of land, revive and be in full force for such further period as should be mentioned in the said certificate.

Your memorialists, therefore, humbly pray that your Lordships will be pleased to grant your certificate that the public safety requires that the additional land above specified shall be taken by your memorialists for the purposes above mentioned, and that the compulsory powers for purchasing and taking the same contained in the said Acts relating thereto, and the clauses and provisions of such Acts relative thereto, shall revive and be in full force for the period of six months, or such other period as to your Lordships shall seem fit.

CHARLES E. STEWART,
Secretary.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

GENTLEMEN,

WITH reference to the application of the London and North Western Railway Company to the Lords of the Committee of Privy Council for Trade for their Lordships' certificate to enable the Company to take additional land at St. John's, Hampstead, I am directed to request that you will forward to me copies of the notices served on the parties interested in the land, with a statement of the names of the parties and the time of the service of the notices.

I am, &c.

Messrs. Swift & Wagstaffe.

DOUGLAS GALTON,
Captain Royal Engineers.

32, *Great George Street, Westminster,*
July 8, 1854.

SIR,

WE have to acknowledge the receipt of your letter of the 7th instant, asking for copies of the notices therein referred to, with a statement of the names of the parties and the time of the service, and in reply we beg to hand you a duplicate of the notice served on the parties interested in the lands sought to be acquired, with a memorandum as to service endorsed.

The land belongs, as mentioned in the notice, to the Provost and Fellows of Eton College, and is leased by them to Mr. Giles Clarke, solicitor, Sadlers' Hall, Cheapside, who occupies it himself.

The registrar of the college and the lessee were both personally served by one of our clerks with duplicates of the notice on the 16th June last.

We have, &c.

Captain Galton, R.E.
&c. &c.

SWIFT & WAGSTAFFE.

LONDON AND NORTH WESTERN RAILWAY.

Whereas it is necessary for the public safety that the London and North Western Railway Company should purchase and take a certain additional piece or parcel of land herein-after particularly described, for the purpose of giving increased width and inclination to certain slopes of the London and North Western Railway near or adjacent to the said piece or parcel of land, you are requested to take notice that the London and North Western Railway Company intend, in pursuance and under the provisions of an Act of Parliament, passed in the session of the fifth and sixth years of Her present Majesty's reign, entitled "An Act for the better regulation of railways, and for the conveyance of troops," to apply, after the expiration of fourteen days from the service of this notice, to the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations, to certify that the public safety requires that the said additional piece or parcel of land should be taken by the said London and North Western Railway Company for the purposes aforesaid, in order that upon the granting of such certificate the compulsory powers contained in the Acts of the said Railway Company, to purchase and take land with all the clauses and provisions relative thereto, shall as regards the said piece or parcel of land, revive and be in full force for such further period as shall be mentioned in such certificate. And the said piece or parcel of land so required as aforesaid, is situate in the parish of St. John, Hampstead, in the county of Middlesex, and contains by admeasurement one acre, one rood, and thirty-one perches, or thereabouts, and for the better description thereof, the same is delineated on a plan attached hereto, and thereon distinguished by a red colour.

Dated this sixteenth day of June, 1854.

CHARLES E. STEWART,
Secretary of the Company.

To the Provost and Fellows of Eton College,
Giles Clarke, Esq., their lessee, and to all persons having or claiming any estate or interest in the said land.

Railway Department, Board of Trade,
Whitehall, July 24, 1854.

References under General Acts.

Appendix No. 65.

Taking additional Land.

London and North Western Railway.

SIR,

THE Lords of the Committee of Privy Council for Trade having, by their minute No. 1,909 dated 6th July, referred to me, for report, a memorial from the London and North Western Railway Company for authority to take additional land, I have the honour to state for their Lordships' information, that I have examined the ground which the Company desire to acquire, and I find it is the west slope of the cutting lying between the south entrance of the Primrose Hill tunnel and the bridge immediately south of it. The cutting is very deep at the tunnel mouth, and declines gradually to the bridge, where it is about 8 or 10 feet deep. Two considerable slips occur in the deep part of the cutting, their aggregate length being about 180 yards; the larger slip has forced down a wall which stood at the bottom of it and encroached on the railway; the formation through which the cutting has been made is the London clay, a material which it is very difficult effectually to deal with.

I am of opinion, that the public safety requires that the portion of the west slope of the cutting which has slipped should be removed, and in order that the work may be done effectually, and the danger of future slips avoided, I am of opinion, that the Company should have authority given them to take land on the west side of the cutting from the south entrance of the tunnel to one chain south of the smaller slip. I annex a tracing showing the extent of the slips.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

GEORGE WYNNE,
Major Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 12, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed certificate, duly signed by their Lordships, authorizing the London and North Western Railway Company to take additional land in the parish of Hampstead.

I am, &c.

The Secretary of the
London and North Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Whereas by an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from London to Birmingham," certain compulsory powers were given to the London and Birmingham Railway Company of purchasing and taking lands for the construction of the said railway, but the period limited by the said Act for the exercise of such powers, and extended by an Act of the sixth year of the same reign has some time since expired: And whereas by an Act passed in the tenth year of the reign of Her present Majesty, intituled "An Act to "consolidate the London and Birmingham, Grand Junction, and Manchester and Bir- "mingham Railway Companies," the said London and Birmingham Railway Company was amalgamated with the Grand Junction Railway Company and the Manchester and Birmingham Railway Company into one Company, under the name of the London and North Western Railway Company: And whereas the said London and North Western Railway Company, in pursuance of an Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for the better regulation of railways, and for the conveyance of troops," did, on the fifth day of July 1854, apply to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, to certify that the public safety required that the land herein-after mentioned should be taken by the said Company for the purposes herein-after described, relating to the works of the said railway, having fourteen days before the time of making such application given notice in writing in the manner prescribed by the Acts of the said Company for serving notices on landowners, of their intention to make such application, to the Provost and Fellows of Eton College, the owners of the said land, and to Giles Clarke, Esq., the occupier of the same, being the only parties known to the said Company as interested in the said land, and stating in such notice the particulars of the land required; and whereas neither the said Provost and Fellows of Eton College, nor the said Giles Clarke, applied within the said period of fourteen days to the Lords of the said Committee to be heard by them before any such certificate should be given: Now, therefore, the Lords of the said Committee, in pursuance of the provisions for this purpose contained in the herein-before mentioned Act of the sixth year of the reign of Her present Majesty, do hereby certify that the public safety requires that the portion of land adjoining the said railway, in the parish of St. John, Hampstead, in the county of Middlesex, and delineated in the plan drawn on these presents, and therein coloured *red*, and containing in the whole three roods and seventeen perches, should be taken by the said London and North Western Railway Company for the purpose of giving increased inclination to the slopes of the said railway, and for doing such works as may be necessary for the repair or prevention of accidents or slips in the cuttings, or other works of the said railway, in addition to the land heretofore taken by the said Company for the purposes of the said

References under General Acts.

Appendix No. 65.

Taking additional Land.

London and North Western Railway.

railway, and the Lords of the said Committee do hereby direct and declare that the period for which the compulsory powers of purchasing and taking land contained in the said herein-before recited Acts relating to the said railway, together with all the clauses and provisions relative thereto, shall as regards the portion of land herein-before mentioned, revive and be in full force, shall be the period of six calendar months from the day of the date of these presents.

Signed, by order of the Lords of the said Committee, this 11th day of August, 1854.

DOUGLAS GALTON,
One of the Assistant Secretaries to the said Committee.

Appendix No. 66.

Parliamentary Cheap Trains.

London and South Western Railway.

APPENDIX No. 66.

PARLIAMENTARY CHEAP TRAINS.

LONDON AND SOUTH WESTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 24, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to request that you will fill up and return to this office the enclosed form in triplicate, relative to the cheap trains upon the London and South Western Railway between Worting and Andover; and also to state at the same time whether the carriages intended to be used for the conveyance of passengers by those trains are the same as those approved for the other portions of the railway.

I am, &c.
JAMES BOOTH.

The Secretary of the
London and South Western Railway Company.

London and South Western Railway,
Secretary's Office, York Road, June 26, 1854.

SIR,

I HAVE to acknowledge the receipt of your letter of the 24th instant, enclosing blank forms for a return of parliamentary trains and fares upon the Andover Branch of this railway, and I beg to inform you that the same shall be filled up and returned to you without delay.

I am, &c.
L. CROMBIE,
Secretary.

James Booth, Esq.
Railway Department, Board of Trade, Whitehall.

London and South Western Railway,
Secretary's Office, York Road, June 30, 1854.

SIR,

I BEG to hand you herewith a return in triplicate of parliamentary trains and fares upon the Andover Branch of this railway, as requested in your letter of the 24th instant.

I am, &c.
L. CROMBIE.
Secretary.

James Booth, Esq.,
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th ult., enclosing, for their Lordships' approval, a return of the cheap train arrangements upon the Andover Branch of the London and South Western Railway, and to inform you that, before taking these trains into consideration, my Lords will require to be furnished with a drawing of the carriages intended to be used for the conveyance of passengers by those trains, consisting of the three following figures drawn to a scale of 4 feet to an inch, viz.:

1. An outside elevation, showing the openings for air and light in the sides, with references by letters, stating how the latter are closed, whether by glass windows or wooden shutters.
2. A transverse section.
3. An inside plan, showing the arrangements of the several seats, with references by letters, stating the number of passengers to be accommodated in each, with a memorandum of the size of the windows and ventilators, and the position of the lamps for lighting the carriages at night.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
London and South Western Railway Company.

London and South Western Railway,
Secretary's Office, York Road, July 29, 1854.

SIR,

I BEG to hand you herewith the required drawings of the third-class carriages proposed to be run on the Andover Branch of this railway.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

L. CROMBIE,
Secretary.

Railway Department, Board of Trade,
Whitehall, August 11, 1854.

SIR,

WITH reference to your application for the approval of the Lords of the Committee of Privy Council for Trade of the cheap trains proposed to be run on the Andover Branch of the London and South Western Railway, as specified in your letter of the 30th June last, my Lords direct me to observe that the carriages used for the conveyance of passengers by cheap trains on the London and South Western Railway, as shown by the drawings transmitted in your letter of the 29th ultimo, appear to be altered from the cheap train carriages of which the London and South Western Railway Company forwarded drawings in their letter of the 6th February 1847, and which were approved of by the Commissioners of Railways on the 11th of May of that year; inasmuch as it would appear that the glass windows at the sides, as shown in those drawings, have since been dispensed with, and a louvre boarding substituted, a skylight being placed in the roof.

The carriages now in use appear to be inferior to the carriages of the same class which are in use at the present time on other railways in the kingdom; for, although the accommodation on the seats appears to be sufficient for the number of passengers, the carriages are unprovided with windows at the sides, and do not appear to be capable of being closed effectually against the weather.

Under these circumstances, before approving of the cheap trains on the Andover Branch, my Lords request that you will afford them some explanation of the reasons which have led to the alteration in the carriages above-mentioned; and, although they do not feel it necessary at present on this account to withdraw their approval of the cheap trains on the main line of the London and South Western Railway, they trust that the attention of the Directors will be turned to this subject, and that they will give their Lordships an assurance that they are prepared to take steps to improve the accommodation which is afforded to parliamentary passengers on their line.

I am, &c.

The Secretary of the
London and South Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

London and South Western Railway,
Secretary's Office, York Road, August 26, 1854.

SIR,

REFERRING to your letter of the 11th inst., I beg to annex copy of a letter from this Company's locomotive superintendent, upon the subject of the carriages used for the conveyance of passengers by cheap trains on this line of railway. I beg also to hand you herewith the drawings referred to therein, and to express the hope of the Directors that the explanations now given will be satisfactory to the Lords of the Committee of Privy Council for Trade, so that their Lordships' approval may be given to the cheap train arrangements referred to in my letter of the 30th June last.

I am, &c.

Captain Douglas Galton, R.E.
&c. &c.

FRED. J. MACAULAY,
Pro Secretary.

(Enclosure.)

London and South Western Railway,
Carriage Department, Nine Elms, London, Aug. 25, 1854.

DEAR SIR,

ENCLOSED I beg to hand you the copy of a drawing of a third-class carriage which was submitted to the Board of Trade in 1847. It will be seen on examination that the new arrangement, as explained in the drawing recently submitted, has been made with a view to greater comfort to the passengers, the carriages being more commodious and roomy. The windows placed on each side of the old carriage have been transferred to the roof, by which means a more equal distribution of the light is obtained. The new carriages are provided with roof lamps, and the ventilators at either end, being moveable, can be opened at the will of the passengers. Referring to the letter from the Board of Trade, which you enclose me, I beg to say the new carriages are quite as effectually closed against the weather as the old ones, the only difference being, that instead of there being two ventilators, there are now four, which are necessary in consequence of the increased size of the carriages. The bars or slides of these ventilators are arranged in such a manner that the *roughest* weather is most *effectually kept out*, whilst the ventilation of the carriages does

References under General Acts.

Appendix No. 66.

Parliamentary Cheap Trains.

London and South Western Railway.

not in any way suffer. I may say, in conclusion, that the new carriages are *far superior* to the old ones which were approved by the Commissioners of Railways in 1847, and were designed as an improvement, being made in every way more commodious and roomy. They are very strong, sound carriages, built with the best materials and workmanship.

I am, &c.

(Signed) JOSEPH BEATTIE.

Railway Department, Board of Trade,
Whitehall, November 29, 1854.

SIR,

WITH reference to your letter of the 26th August, transmitting a copy of a report from the locomotive superintendent of the London and South Western Railway, on the subject of the third-class carriages now in use for the conveyance of passengers by cheap trains on the London and South Western Railway, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have given their attentive consideration to the subject, and have caused the drawings of third-class carriages on other lines of railway in England to be examined.

It would appear that on the principal lines of railway in England the carriages are supplied with glass windows at the sides, as well as with proper means of ventilation; and my Lords cannot admit, as is urged in the report in question, that the substitution of a skylight in the roof for glass windows at the sides of the carriages, and the adoption of the open louvre boarding at the sides in lieu of the windows, are improvements, or indeed modifications which the Company had any right to make in carriages approved of by this department, under the provisions of the Act 7 and 8 Vict., cap. 85; and I am further to observe, that the use of carriages in cheap trains different from those which have been approved of is in contravention of the terms of the Act, the due compliance with which is necessary in order to enable their Lordships to certify their approval of the arrangements to the Board of Inland Revenue.

My Lords would be sorry to be compelled to withdraw their approval from the cheap trains on the London and South Western Railway, and expect the Company will give them a satisfactory assurance that all new third-class carriages shall be furnished with glass windows at the sides, adequate ventilators near the top, and lamps when travelling after dark, and that the glass windows shall be restored in the carriages now running on the line.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
London and South Western Railway Company.

London and South Western Railway,
Secretary's Office, York Road, December 9, 1854.

SIR,

YOUR letter of the 29th ultimo, relative to the third-class carriages in use on this line for conveyance of passengers by cheap trains, has been laid before the Directors.

In reply, I am to state that the Directors have given instructions to have the requirements of the Lords of the Committee of Privy Council for Trade, as stated in your letter, carried out in regard to the carriages in question as early as practicable.

I am, &c.

L. CROMBIE,
Secretary.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, December 11, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 9th instant, stating that the Directors of the London and South Western Railway Company have given instructions to have the requirements of my Lords, in regard to the carriages used for the conveyance of passengers by cheap trains, carried out as early as practicable, and I am, therefore, to convey to you their Lordships' approval of the hours of arrival and departure of the cheap trains upon the Andover Branch, as specified in the returns which accompanied your letter of the 30th June last, one copy of which is returned herewith.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
London and South Western Railway Company.

Appendix No. 67.

References under General Acts.

Appendix No. 67.

Byelaws.

Manchester, South Junction, and Altrincham Railway.

MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM RAILWAY.

My Lords and Gentlemen, *Chancery Place, Manchester, May* 4, 1854.

Manchester, South Junction, and Altrincham Railway.

By desire of this Company, we have the honour to enclose the new byelaws which were passed by this Company, and sealed with their corporate seal, on the 2d instant.

The parchment copy shows the byelaws alone, and which the Company would be glad to receive back, with the approval of the Railway Board signified at foot. The paper copy shows not only the byelaws, but the references to certain clauses in the Railway Acts for regulation of traffic, as the same are intended to be affixed at the Company's stations. The whole, with the exception of byelaws Nos. 1 and 2, are identical with the byelaws as approved and sealed by the Railway Board on the 8th of October, 1849.

As regards the new byelaws, Nos. 1 and 2, the alteration which the Directors have made in those before existing consists in adapting the latter, so as to apply not only to the passengers who take tickets for a single journey, but *to holders of contract or season tickets*, of whom there are four hundred on the line, and to whom the magistrates have lately decided the former byelaws do not extend.

The difficulty which the Directors have to contend with, and which they seek to remedy by altering their byelaws, is as follows: The contractors for season tickets, besides being very numerous, are a fluctuating body, renewing their season tickets every three months. Some fail to renew them and continue to use the trains, and strangers have repeatedly passed themselves off as contractors and travelled without paying any fare at all—a state of things which can only be kept in check by the observance of the Directors rule that contractors, as well as holders of other tickets, shall all be bound to exhibit their tickets to the guard or station clerk, or other officer, when required to do so at an appointed spot during the journey. Some of the contractors, nevertheless, resist the rule, and decline to produce their contract tickets, and, recently, on the summoning of two of the recusants before the magistrates for breach of the byelaws in this respect, the magistrates (three legal gentlemen) decided that, although, in their opinion, the tickets ought to be produced as required, they could not aid the Company, *for want of the byelaws extending to contract tickets*, as well as to the ordinary tickets issued for a journey, and in exchange for payment of a fare for the journey.

The Directors trust that the Lords of the Committee, having jurisdiction in such matters, will therefore be pleased to approve the new byelaws now submitted, so as to meet the evil above specified.

We have, &c.

Stevenson & Lycett.

The Lords of the
Committee of Privy Council for Trade,
&c. &c. &c.

Railway Department, Board of Trade,
Whitehall, May 10, 1854.

Gentlemen,

With reference to the bye-laws of the Manchester, South Junction, and Altrincham Railway Company, transmitted in duplicate in your letter of the 4th inst., I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, under the circumstances mentioned in your letter, my Lords will not object to the alteration of the first and second byelaws in the manner proposed, so as to extend them to season as well as other tickets. At the same time their Lordships would suggest that it might tend to prevent any hardship or inconvenience resulting from the change, if steps were taken to make the alteration of the byelaws generally known a reasonable time before the Directors proceed to put the byelaws in force.

I herewith return one copy of the byelaws, with the certificate of their Lordships' approval affixed.

I am, &c.

Messrs. Stevenson and Lycett.

Douglas Galton,
Captain Royal Engineers.

Manchester, South Junction, and Altrincham Railway.

Byelaws and Regulations made by the Manchester, South Junction, and Altrincham Railway Company, for regulating the travelling upon the Manchester, South Junction, and Altrincham Railway.

1. No passenger will be allowed to enter any carriage used on the railway, or to travel therein upon the railway, without having first paid his fare and obtained a ticket, or (as the case may be) without having paid for and obtained a contract or season ticket, giving him authority to travel during a stipulated period of time. Each passenger, on payment of his fare, or the price of his contract or season ticket, will be furnished with a ticket specifying

References under General Acts.

Appendix No. 67.

Byelaws.

Manchester, South Junction, and Altrincham Railway.

the class of carriage, and the distance for which, or places for travelling between which, the payment has been made; which ticket (whether a contract or season ticket, or otherwise) such passenger is to show, whenever required by the guard in charge of the train or some other servant of the Company, and which ticket (if other than a contract or season ticket) such passenger is also to deliver up, before leaving the Company's premises, upon demand, to the guard or other servant of the Company authorized to collect tickets. Any passenger not producing his ticket as aforesaid (whether it be a contract or season ticket, or otherwise), or any passenger not delivering up his ticket as aforesaid (if it be other than a contract or season ticket), will be required to pay the fare from the place whence the train originally started, or, in default of payment thereof, shall forfeit and pay a sum not exceeding forty shillings.

2. At the intermediate stations the payments will only be accepted and the tickets (whether contract or season tickets, or otherwise) furnished, conditionally; that is to say, in case there shall be room in the train for which the tickets are furnished. In case there shall not be room for all the passengers to whom tickets have been furnished, those to whom tickets have been furnished for the longest distance shall have the preference, and those to whom tickets have been furnished for the same distance shall have priority according to the order in which the tickets have been furnished, as denoted by the dates and consecutive numbers marked upon them.

3. Any person travelling, without permission, in a carriage of a superior class to that for which he has obtained a ticket, is hereby subjected to a penalty not exceeding forty shillings.

4. Smoking tobacco is strictly prohibited, both in the carriages and in the Company's stations. Every person smoking tobacco in a carriage or station is hereby subjected to a penalty not exceeding forty shillings; and every person persisting in smoking tobacco in a carriage or station, after being warned to desist by the guard in charge of the train, or any officer of the Company, shall, in addition to incurring a penalty not exceeding forty shillings, be immediately, or, if travelling, at the first opportunity, removed from the Company's premises.

5. Any person found in a carriage or station in a state of intoxication, or committing any nuisance, or otherwise wilfully interfering with the comfort of other passengers, is hereby subjected to a penalty not exceeding forty shillings, and shall immediately, or, if travelling, at the first opportunity, be removed from the Company's premises.

6. Any passenger cutting the linings, removing or defacing the number plates, breaking the windows, or otherwise wilfully damaging or injuring any carriage used on the railway, shall forfeit and pay a sum not exceeding five pounds, in addition to the amount of any damage for which he may be liable.

7. No passenger shall be permitted to ride on the roof, steps, or platform of any carriage; and any person persisting in doing so, after being warned to desist by the guard in charge of the train, or any officer of the Company, is hereby subjected to a penalty not exceeding forty shillings.

8. Any passenger entering or leaving, or attempting to enter or leave any carriage, while the train is in motion, is hereby subjected to a penalty not exceeding forty shillings.

9. Dogs will not be suffered to accompany passengers in the carriages, but will be conveyed separately, and charged for.

Given under the common seal of the Manchester, South Junction, and Altrincham Railway Company, the second day of May in the year of our Lord one thousand eight hundred and fifty-four.

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the above-written byelaws and regulations. Signed by order of the Lords of the said Committee the 10th day of May one thousand eight hundred and fifty-four.

James Booth,
One of the Joint Secretaries to the said Committee.

My Lords and Gentlemen, *Manchester, May* 11, 1854.

Manchester, South Junction, and Altrincham Railway.

We have the honour to acknowledge the safe arrival of these byelaws, with certificate of their approval, and letter suggesting early notice to be given of them to the public, so as to obviate inconvenience to passengers.

We doubt not that this suggestion will receive the immediate attention of the Directors,

And have, &c.

The Lords of the Committee of Privy Council for Trade, &c. &c. &c.

Stevenson and Lycett.

Notices.

1. Under the provisions of the Acts relating to this railway, any person who shall travel, or attempt to travel, in any carriage used on the railway without having previously paid his fare, and with intent to avoid the payment thereof, or who, having paid his fare for a

certain distance, shall knowingly and wilfully proceed in any such carriage beyond such distance, without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof, or who shall knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, is for every such offence, liable to a penalty of forty shillings. And any person committing such offence may be lawfully apprehended and detained by the Company's officers and servants, until he can be conveniently taken before some Justice. (See 8 Vict., cap. 20, sections 103 and 104.)

2. Persons wilfully obstructing or impeding the Company's officers in the execution of their duty are liable to be apprehended and fined five pounds, with two months' imprisonment in default of payment. (See 3 and 4 Vict., cap. 97, section 16.)

3. No fee or gratuity is permitted to be taken by any guard, porter, or other servant of the Company, under pain of immediate dismissal.

By order,

JAMES KIRKMAN,
Secretary.

APPENDIX No. 68.

SCOTTISH MIDLAND JUNCTION RAILWAY.

Scottish Midland Junction Railway,
Secretary's Department, Perth, December 26, 1854.

SIR,

I BEG to enclose in duplicate a byelaw to which the Directors of this Company are desirous of obtaining the sanction of the Board of Trade. Gangs of gamblers have for some time past infested this part of the country, and make a practice of travelling by the trains, inducing many passengers to engage with them in play, and invariably fleecing them of their money. Numerous complaints have been made to the Directors, not merely by those who have been duped, but by other passengers who consider that they ought not to be annoyed by such proceedings; and as the law in its present state does not seem to reach these gamblers so effectually as to prevent them plying their occupation, it appears to the Directors that passengers at least who choose to complain may be protected by the enforcement of the proposed byelaw.

I am, &c.
SAM. FERGUSSON,
Secretary.

The Secretary of the
Board of Trade, Whitehall, London.

Railway Department, Board of Trade,
Whitehall, January 1, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th ultimo, in which you transmit for the consideration of their Lordships the draft of a byelaw proposed to be made by the Scottish Midland Junction Railway Company for the prevention of gambling in the Company's carriages; and in reply I am to state that my Lords will be ready to signify their allowance of this byelaw on transmission of a copy in duplicate under the Company's seal. One of those copies will then be returned to you with the certificate of their Lordships' approval, and the other copy recorded in this department.

I am, &c.
J. E. TENNENT.

The Secretary of the
Scottish Midland Junction Railway Company.

Scottish Midland Junction Railway,
Secretary's Department, Perth, January 9, 1855.

SIR,

As requested in your letter of the 1st instant, I now send herewith a copy in duplicate, under this Company's seal, of a byelaw proposed to be made by this Company for the prevention of gambling in their carriages, and I shall be obliged by the approval of the Lords of the Committee of Privy Council for Trade being transmitted to me.

I am, &c.
SAMUEL FERGUSSON.
Secretary.

Sir J. E. Tennent, &c., &c.

January 12, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you one copy of the byelaw of the Scottish Midland Junction Railway Company

References under General Acts.

for the prevention of gambling, transmitted in your letter of the 9th instant, with the certificate of their Lordships' approval duly affixed.

I am, &c.

Appendix No. 68.

The Secretary of the Scottish Midland Junction Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Byelaws.

Scottish Midland Junction Railway.

Scottish Midland Junction Railway.

Notice.—Prevention of Gambling in the Trains.

The following Byelaw has been established by this Company:—

Byelaw.

"Gaming is strictly prohibited in the carriages of this Company, and the guards are instructed immediately to remove all parties engaged in playing games of chance of any description. Passengers are requested to give information of any infringement of this rule."

The guards and other officers of the Company are requested to see that the above byelaw is strictly enforced; and the Directors rely upon the co-operation of the public in putting a stop to a practice which has led to many unsuspecting parties being fleeced of their money.

Scottish Midland Junction Railway Company's Offices, Perth, January, 1855.

W. Byers, *Manager.*

The Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations hereby signify their allowance and approval of the within contained byelaw. Signed by order of the Lords of the said Committee, the 12th day of January, 1855.

Douglas Galton, *One of the Assistant Secretaries of the said Committee.*

Appendix No. 69.

Appendix No. 69.

Screens.

South Wales Railway.

Screens.

SOUTH WALES RAILWAY.

Railway Department, Board of Trade, Whitehall, August 4, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed letter from the trustees of the roads of the County of Glamorgan, requesting their Lordships' interference respecting the erection of a screen on that part of the South Wales Railway which adjoins the turnpike road leading from Bridgend to Llantrissant, and to request that you will inspect the spot, and report to their Lordships whether, in your opinion, the public safety requires that any, and if so, what extent of screen should be erected. I am also to request that you will state the time which will be required for the completion of any screen that may be required.

I am, &c.

Captain Tyler, R.E. &c. &c.

Douglas Galton, *Captain Royal Engineers.*

Sir,

Cardiff, August 1, 1854.

By order of the County Roads Board of Glamorgan, I forward you copy of notice given to the South Wales Railway Company for the erection of a screen near Llanharran, a sketch of what is considered requisite, and a report read by a member of the Board on accidents which have occurred near the place. The secretary of the Company, on being written to, replied that they did not consider a screen necessary.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

Thomas Dalton.

Railway Department, Board of Trade, Whitehall, August 14, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 4th instant, I have inspected that part of the South Wales Railway which adjoins the turnpike road leading from Bridgend to Llantrissant; and that I am of opinion that the danger

which is now likely to occur to passengers on the road, in consequence of horses being frightened by the engines on the railway, would be lessened by the construction of a screen of about 300 yards in length, and six feet in height from the surface of the road, extending from a point opposite the north-east corner of Mr. Jenkin's park wall, to the signal-post which is situated about three miles to the west of the Llantrissant Station. I am further of opinion, that this screen should be completed within six weeks from the time of its commencement.

I have, &c.
H. W. Tyler.
Captain Royal Engineers.

The Secretary,
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, August 23, 1854.

Sir,

The Lords of the Committee of Privy Council for Trade having received an application from the Glamorgan County Roads Board, to require the erection of a screen by the South Wales Railway Company at a spot where the Bridgend and Llantrissant turnpike road runs close to the railway, and the officer appointed by their Lordships having reported that the public safety requires that such screen should be erected, I am directed by their Lordships to transmit to you their certificate requiring the Company to erect a screen at the place in question.

I am, &c.
James Booth.

The Secretary of the
South Wales Railway Company.

Whereas by "The South Wales Railway Act, 1845," the South Wales Railway Company were authorized to make a railway commencing at Fishguard in the county of Pembroke, and terminating at Chepstow in the county of Monmouth, with a branch railway to Monmouth: And whereas under the provisions of the said Act, part of the line of the said railway has been constructed near to or adjoining the turnpike road from Bridgend to Llantrissant: And whereas the trustees of the said turnpike road, being apprehensive of danger to the passengers on such road in consequence of horses being frightened by the sight of the engines and carriages travelling on the said railway, have applied to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations in respect thereto, having fourteen days before the time of making such application given notice in writing to the said South Wales Railway Company of their intention so to do: And whereas it appears to the Lords of the said Committee, that such danger might be lessened by the construction of the works in the nature of a screen herein-after mentioned: Now, therefore, the Lords of the said Committee, in pursuance of the provisions of "The Railways Clauses Consolidation Act, 1845," (incorporated with the said recited Act,) do hereby certify, that for the purpose of lessening such danger as aforesaid to the passengers on the said turnpike road, the works herein-after mentioned are necessary to be executed by the said Company, (that is to say,) a screen of the height of not less than six feet above the level of the centre of the said turnpike road, to be erected along the side of the said turnpike road nearest to the said railway, such screen to commence at a point on the said turnpike road opposite to the north-east corner of the park wall belonging to Richard Hore Jenkins, Esquire, in the parish of Llanharran, in the said county of Glamorgan, and to terminate opposite to the signal-post situated on the said railway, about three miles westward of the station at Llantrissant. And the Lords of the said Committee do hereby require the said South Wales Railway Company to execute the works aforesaid within six weeks after the service of these presents upon the said Company.

Signed by order of the Lords of the said Committee, this twenty-third day of August one thousand eight hundred and fifty-four.

James Booth,
One of the Joint Secretaries to the said Committee.

Railway Department, Board of Trade,
Whitehall, August 23, 1854.

Sir,

With reference to your communication of the 1st instant, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that a requisition has been made by their Lordships to the South Wales Railway Company, to erect a screen, within six weeks from this date, at the spot where the Bridgend and Llantrissant turnpike road runs close to the railway.

I am, &c.
James Booth.

The Clerk to the
County Road Board, Glamorganshire.

References under General Acts.

Appendix No. 69.

Screens.

South Wales Railway.

My Lords, *Cardiff, October* 21, 1854.

The South Wales Railway Company having neglected to erect the screen required by your Lordships' order of the 23d August last, I am directed by the County Roads Board to request your Lordships will be pleased to direct a copy of the order made, accompanied by a declaration of the due posting of the same, addressed to the secretary of the Company, to be sent me, as the Roads Board intend proceeding for the penalties under the statute.

I have, &c.

The Lords Committee of Privy Council for Trade.

Thos. Dalton,
Clerk to the Roads Board.

Railway Department, Board of Trade, Whitehall, October 23, 1854.

Sir,

In reply to your letter of the 21st inst., I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of their Lordships' certificate, dated on the 23d August last, for the erection of screens by the South Wales Railway Company on the Bridgend and Llantrissant turnpike road; and I am to inform you, that it appears from the records of this department that the original certificate was sent by post on the 23d August 1854, addressed to the Secretary of the South Wales Railway Company, at the Company's office at 10, Eastbourne Terrace, Paddington.

I am, &c.

Thomas Dalton, Esq.

James Booth.

My Lords, *Cardiff, February* 27, 1855.

I have the honour to forward herewith a copy of an order made by the County Roads Board of Glamorgan, with regard to the screen directed by your Lordships to be erected by the South Wales Railway Company, by order dated 23d August 1854.

I have, &c.

The Lords of the Committee of Privy Council for Trade.

Thomas Dalton,
Clerk to the Board.

Glamorganshire County Roads Board.

At the Annual General Meeting of the Board held by adjournment at Bridgend, Tuesday, 13th February 1855.

Ordered,

That the Clerk do represent to the Board of Trade that the railway screen erected by the South Wales Railway Company near Lanharran fails in affording sufficient cover, by deficiency in height varying from one to five feet; the one erected being of a uniform height of two feet six inches, whereas the variations of levels between the railway and the turnpike road, and also of the bank on which the screen is placed, as shown by the section forwarded to the Board of Trade, causes a corresponding variation in the exposure of the trains; and that the Board be requested to take such measures as may be thought necessary for enforcing the erection of a sufficient screen.

Thomas Dalton,
Clerk to the Board.

Railway Department, Board of Trade, Whitehall, March 1, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade of acknowledge the receipt of your letter of the 27th ult., enclosing a copy of an order to the Glamorganshire County Roads Board, in which it is stated that the screen erected by the South Wales Railway Company adjoining the turnpike road from Bridgend to Llantrissant is deficient in height, being of a uniform height of two feet six inches, by which, it would appear from your letter, is meant the height above the surface of the ground on which the screen is erected. By their Lordships' certificate of the 23d August 1854, the screen was required to be of the height of not less than six feet above the level of the centre of the road. I am, therefore, to request that you will inform their Lordships what is the height of the screen above the level of the road at each end of the screen, and at several intermediate points.

I am, &c.

Thos. Dalton, Esq.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 23, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the South Wales Railway Company, the enclosed copies of communications received from Mr. Dalton, clerk to the Glamorganshire Roads Board, on the subject of the screen erected by the Company near the turnpike road from Bridgend to Llantrissant.

It is stated by Mr. Dalton that, owing to the deficient height of some parts of the screen, it does not effectually answer the purpose for which it was intended, and that for a considerable part of its length its height is less than that prescribed by their Lordships' certificate of the 23d August last, by which it was required to be of the height of not less than six feet above the level of the centre of the road. I am, therefore, to request that you will bring the matter to the notice of the Directors, in order that such steps may be taken as may be necessary for rendering the screen an effectual protection to the passengers on the road.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
South Wales Railway Company.

Cardiff, March 19, 1855.

Sir,

I am now enabled to send you the particulars required by your letter of the 1st inst. If not sufficiently explanatory, I will obtain any further information the Board may require.

I am, &c.
Thos. Dalton.

Douglas Galton, Esq., Captain R.E.

Glamorganshire Northern District of Turnpike Roads.

Pontypridd, March 17, 1855.

Sir,

The screen erected at Lanharran by the South Wales Railway Company on the Lantrissant and Bridgend road, extends for 13 chains commencing at the corner of Mr. Jenkins's park, at which place it is—

		5ft.	8in.	above the level of the centre of the road.
At the end of	2d	chain it is	3	4	„ „
„	4th	„	5	0	„ „
„	5th	„	5	0	„ „
„	7th	„	5	8	„ „
„	9th	„	5	11	„ „
„	11th	„	6	10	„ „
„	13th	„	6	11	„ „

I beg, &c.
Wallace Willmot.

Thos. Dalton, Esq.

South Wales Railway.

10, *Eastbourne Terrace, Paddington,*
(Near the Great Western Railway Station,)
March 31, 1855.

Sir,

I have made the necessary inquiries with reference to your letter of the 23d inst., and beg to enclose copy of a letter which I have received from the Company's resident engineer upon the subject.

I regret that you should have been troubled so unnecessarily.

I have, &c.
F. G. Saunders,
Secretary.

Captain Galton, R.E.

South Wales Railway.

(Inclosed in Mr. Saunder's Letter.)

Gloucester, March 30, 1855.

Sir,

I beg to report to you that the screen-fence put up by us at Llanharran rather exceeds in height the dimensions stipulated by the Board of Trade.

The measurements are as follows:—

Height above the road at the	commencement	is	7ft.	3in.
„	„	end of	1st chain	7	6
„	„	„	2nd „	6	10
„	„	„	3d „	6	6
„	„	„	4th „	6	0
„	„	„	5th „	6	0
„	„	„	6th „	6	2

References under General Acts.

Appendix No. 69.

Screens.

South Wales Railway.

Height above the road at the end of 7th chain is 6ft. 0in.
„ „ „ 8th „ 6 0
„ „ „ 9th „ 6 1
„ „ „ 10th „ 6 2
„ „ „ 11th „ 6 4
„ „ „ 12th „ 6 4
„ „ „ 13th „ 6 2

I suppose the surveyor of roads must have measured it before it was completed.

I am, &c.

F. G. Saunders, Esq. (Signed) W. G. Owen.

Railway Department, Board of Trade,
Whitehall, April 4, 1855.

Sir,

With reference to your report of the 14th August 1854, on the necessity of the erection of a screen near Llanharran, on the South Wales Railway, and on which report, the certificate of my Lords, dated 23d of the same month was founded; I am directed to transmit to you the accompanying communications with reference thereto, and to request that you will report to their Lordships, at your convenience, whether the screen in question has been constructed in the manner specified in your report, and whether it is, as it now stands, sufficient for the purposes of protection to the public for which it was designed.

I am, &c.

Captain Tyler, R.E. Douglas Galton,
&c. &c. *Captain Royal Engineers.*

Railway Department, Board of Trade,
Whitehall, May 5, 1855.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 4th ultimo, I have inspected the screen which has been erected at Lanharran by the South Wales Railway Company, in consequence of their Lordships' certificate of the 23d August 1854.

On the 28th ultimo, I met the engineer of the South Wales Railway, and the surveyor of the County Roads Board, by appointment, on the part of the road where the screens have been erected; and I ascertained by a sufficient number of measurements, to the satisfaction of the surveyor, that the screen has been raised, throughout its length, to a greater height than was required by their Lordships' certificate above referred to.

The statements of the former surveyor of the County Roads Board as to the height of this screen were erroneous, as regards its whole length, whilst those of the engineer of the railway seem to have been pretty near the truth. The gentleman who has succeeded the late surveyor was unable to account for the errors of his predecessor, which, even if they had been partly owing to subsequent addition to the screen, as seems possible, for a short distance at one particular portion, cannot in any way be attributable to such a cause, as regards its whole length.

A greater height of screen than was considered necessary by the surveyor, on behalf of the County Roads Board, when I was previously on the spot, has, then, been erected by the Railway Company, though it has not been constructed in a very substantial manner; and the height, as required by their Lordships' certificate, has also been exceeded. It is true, that, at one portion of the road, where it is on a lower level than the railway, the height is not sufficient to prevent the tops of the engine and carriages of a train from being seen in passing, by a horse of ordinary size; but, as the noise caused by the passage of a train, is now to a great extent warded from the road by the screen that has been erected, I do not anticipate any further danger, on account of the proximity of the railway, to travellers riding or driving along the road.

I have, &c.

To the Secretary, H. W. Tyler,
Railway Department, Board of Trade. *Captain Royal Engineers.*

References under Special Acts.

REFERENCES UNDER SPECIAL ACTS.

Appendix No. 70.

Appendix No. 70.

Level Crossing at Stoke.

North Staffordshire Railway.

NORTH STAFFORDSHIRE RAILWAY.

Sir,

Stoke-upon-Trent, February 7, 1854.

I have been instructed by the Commissioners acting under the Improvement Act for this district to call the attention of the Board of Trade to the great danger and inconvenience to the public by the North Staffordshire Railway crossing the Endon branch of Newcastle-under-Lyne district roads, at the entrance to this town on the level, and I beg

to refer your Honourable Board to the 9th and 10th Vict., cap. 85, sec. 19, being the North Staffordshire Railway Act, by which it is enacted "that it shall be lawful for the "Board of Trade, at any time after the expiration of twelve calendar months from the "opening of the North Staffordshire Railway, to require and direct the Company, within "such time and in such manner as the Board may appoint, to carry any or either of the "said highways either under or over the said railway by means of a bridge or arch, in "lieu of crossing the same on the level." In order to remedy these inconveniences, the Commissioners are desirous of the Board directing a competent engineer to inspect this level crossing, and also to consider the plan which they have directed their surveyor to prepare, showing the manner in which the road may be carried under the railway by means of an arch, and hear such evidence as to the traffic over the railway and road, and the detentions, as the Commissioners will be prepared to submit to him. I shall, therefore, feel obliged by being informed whether the Board will direct this inquiry, and when it will be convenient to hold it.

I am, &c.

James Booth, Esq.
&c. &c.

JOHN A. STEVENSON,
Clerk to Improvement Commissioners.

Railway Department, Board of Trade,
Whitehall, February 9, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 7th inst., calling attention to the condition of a level crossing of the Endon branch of the Newcastle-under-Lyne district roads by the North Staffordshire Railway, and to inform you that their Lordships have appointed Lieutenant Tyler, R.E., to inspect and report upon the crossing in question.

I am, &c.

J. Stevenson, Esq., Clerk to
Improvement Commissioners,
Stoke-upon-Trent.

JAMES BOOTH,

Railway Department, Board of Trade,
Whitehall, February 9, 1854,

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that, a communication having been received from Mr. J. Stevenson, on behalf of the Commissioners of Improvement, calling attention to the danger to the public using the level crossing of the Endon branch of the Newcastle-under-Lyne district roads, their Lordships have appointed Lieutenant Tyler, R.E., to inspect and report upon the crossing in question.

I am, &c.

The Secretary of the
North Staffordshire Railway Company.

JAMES BOOTH,

Stoke-upon-Trent, February 10, 1854.

SIR

I BEG to acknowledge the receipt of your letter of the 9th inst., wherein you state that the Lords of the Committee of Privy Council for Trade have appointed Lieutenant Tyler, R.E., to inspect and report on the level crossing of the North Staffordshire Railway referred to in my letter to the Board of the 7th inst. I beg to state, for the information of the Board, that the Commissioners have directed the traffic to be taken for a week over the road, and also the railway, and also a plan to be made and the levels taken, showing how the turnpike road may be taken by an arch under the railway, and I shall, therefore, feel obliged by your giving me ample notice of the time of Lieutenant Tyler's inspection, which I would suggest should not be earlier than from two to three weeks from the present time, and in making the appointment to avoid the interval between the 11th and 18th March, being the assize week for this county. Requesting the favour of your reply,

I am, &c.

James Booth, Esq.
&c. &c.

JOHN A. STEVENSON,
Clerk to Improvement Commissioners.

North Staffordshire Railway, Secretary's Office,
Stoke, February 13, 1854.

SIR,

I DULY received your letter of the 9th inst., informing me that Lieutenant Tyler, R.E., has been directed to inspect the level crossing road over the railway at this station.

In answer, I beg to state that every assistance will be readily afforded Lieutenant Tyler by the officers of the Company, and I would suggest his making an appointment with the engineer at this office, Mr. J. C. Forsyth.

I am, &c.

James Booth, Esq.
&c. &c.

J. SAMUDA,
Secretary.

References under Special Acts.

Appendix No. 70.

Level Crossing at Stoke.

North Staffordshire Railway.

North Staffordshire Railway,
Stoke Station, February 25, 1854.

SIR,

REFERRING to your letter of 9th February (243) addressed to the secretary of this Company, informing him that Lieutenant Tyler, R.E., had been appointed by the Railway Department of the Board of Trade to inspect a certain level crossing on this railway, in consequence of a communication received "from Mr. J. Stevenson, on behalf of the Commissioners of Improvement," I write to ask you to please to forward to me a copy of Mr. Stevenson's communication to which you refer.

At the inspection of the level crossing made by Lieutenant Tyler, it was arranged, that the Improvement Commissioners should forward a further statement in writing of their complaint to Lieutenant Tyler, and that the Railway Company should also put in writing, any remarks that they had to make in reply to the Improvement Commissioners.

For this purpose I shall be obliged by your forwarding to me copies of all the written statements that may be made by, or on behalf of, the Commissioners, after which no time shall be lost in replying thereto.

I am, &c.

Jas. Booth, Esq.
Board of Trade, Whitehall.

J. C. FORSYTH.

Railway Department, Board of Trade,
Whitehall, February 27, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th inst., requesting to be furnished with copies of any statements made to their Lordships by the Stoke-upon-Trent Improvement Commissioners with respect to the level crossing at Stoke, and to transmit to you the enclosed copies of two communications which they have received upon this subject.

I am, &c.

The Secretary of the
North Staffordshire Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

North Staffordshire Railway,
Stoke Station, March 15, 1854.

SIR,

Level Crossing at Stoke.

I SHALL be obliged by your forwarding to me, if the same has yet been received by you, a copy of the final statement made by the Commissioners for watching, lighting, and improving the town of Stoke, in support of their application for substituting a bridge in lieu of a level crossing for carrying the Leek and Endon Road over the North Staffordshire Railway at the south end of Stoke Station. On receipt of this I will forward my remarks in reply as arranged with Lieutenant Tyler.

I am, &c.

Captain Douglas Galton, R.E.,
Railway Department, Board of Trade, London.

J. C. FORSYTH,
Engineer and Manager.

Railway Department, Board of Trade,
Whitehall, July 7, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inspect the level crossing of the Endon branch of the Newcastle-under-Lyne district road by the North Staffordshire Railway, for the information of the Commissioners under the Stoke Improvement Act, and I request that you will forward to their Lordships any observations they may have to make thereon with as little delay as possible.

I am, &c.

J. A. Stevenson, Esq.
&c. &c.

DOUGLAS GALTON.
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 15, 1854.

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 9th of February last, I inspected the level crossing of the Endon branch of the Newcastle-under-Lyne district roads by the North Staffordshire Railway, on the 21st of that month; but I have been prevented from reporting upon the subject at an earlier date, by the delay which has occurred in the transmission to me of the written statements of the complaining parties, and of the counter statements of the manager of the railway.

This question has been brought forward by Mr. J. A. Stevenson, of Stoke, acting on behalf of the Commissioners of the Stoke Improvement Act, who are anxious that a bridge shall be substituted for the level crossing by which the North Staffordshire Railway crosses

the public road leading from Stoke to Hanley. The trustees of the Newcastle and Blyth Marsh turnpike roads, in whose district the road in question appears to lie, have declined to interfere in the matter, on the score of the heavy expense which would be entailed on the Railway Company, and the limited extent of advantage which would result to the public, from the construction of the proposed bridge; but they believe that the mode of opening the gates at this, as well as at other level crossings on the North Staffordshire Railway, is capable of improvement, and they appear to have made a representation to the Company on the subject. The road trustees seem to be disinclined to interfere, on account, also, of arrangements and mutual compromises having been made between them and the Railway Company, before the Act was obtained under which the railway was constructed. Under these circumstances, the Commissioners of the Stoke Improvement Act come forward as a public body, and request, through Mr. Stevenson, that their Lordships will, in the exercise of the powers with which their Lordships are invested by the 19th section of the 9th and 10th Vict., cap. 85, require the North Staffordshire Railway Company to substitute a bridge for the level crossing above referred to.

The principal grounds upon which the Commissioners base their application, are as follows:—

1. Frequent representations from the inhabitants to the Commissioners in regard to the inconvenience of the level crossing.
2. The faulty construction of the gates, and the imperfect mode in which they are worked.
3. Want of attention to the construction and the state of the roadway at the level crossing.
4. The amount of traffic over the level crossing, both by road and by railway.
5. The danger of horses being frightened by the engines, and the inability of persons passing on horseback, or in carriages, to see their danger in sufficiently good time, on account of a carriage shed.
6. The disregard of the Railway Company to the representations of the Commissioners.
7. The speed at which trains pass the level crossing.
8. The advantage that would accrue, in a pecuniary point of view, to the Railway Company.

In reply to the statements of the Commissioners, the manager of the railway makes a counter statement, of which the following is a summary of the principal points.

1. That the Commissioners have no jurisdiction over the road in question.
2. That the trustees who have charge of the road are adverse to the construction of a bridge, as desired by the Commissioners.
3. That considerable alterations were made by the Company, in compliance with the desire of the road trustees, when the Railway Company obtained their Act, in the year 1847, on the understanding that no further demands for alterations, in any form, should be made upon the Company.
4. That the representations of the Commissioners *have* been attended to by the Company.
5. That the level crossing is constructed in the usual manner, and is kept in a fair state of repair.
6. That the statements of the Commissioners are exaggerated.
7. That no complaints have been made by other inhabitants than the Commissioners.
8. That the level crossing is not on the principal approach to the town, and that the traffic over it is much increased by the traffic which passes on sufferance over a private road belonging to the Company, in preference to the public highway.
9. That all passenger trains going northward are stopped at the ticket platform, about 20 yards before arriving at the level crossing, and again at the station, which is 110 yards on the other side of the level crossing.
10. That no engine, unless under some most peculiar and special circumstances, passes along the railway at this point at a greater rate than four miles an hour.
11. That the level crossing would still be required, even if a bridge were to be constructed.
12. The difficulties and expense connected with the construction of a bridge.
13. That the Company are willing to supply gates of a superior description.

The complaints made by Mr. Stevenson on behalf of the Commissioners, appear to apply, in a great measure, to evils which might be remedied by the Company, without further alterations than the amelioration of the gates, the roadway, and the mode of working, or by local improvement; and the real point at issue seems to be simply, whether, considering the amount of inconvenience arising to the public using the level crossing, and the amount of benefit which they would derive from the construction of a bridge in its stead, it is expedient that the Railway Company should be required to build such a bridge. As far as I have been able to come to a conclusion at present, it does not appear to me to be necessary to put the Railway Company to this expense, provided they supply gates of a better description, keep the crossing in good order, and prevent any engine or train from passing this spot at a greater rate than four miles an hour, which, looking to the statements of the manager, they would not appear to have any objection to do.

The traffic over the level crossing is, as will be seen by a reference to the enclosed lists, considerable; but it appears to be augmented by passengers and vehicles, preferring the

References under Special Acts.

Appendix No. 70.

Level Crossing at Stoke.

North Staffordshire Railway,

level crossing, for various reasons, to the road which passes under the railway at 24 chains from the level crossing.

I beg to enclose, for the further consideration of their Lordships, the documents which I have received from the Commissioners and the Company, and I am not aware of any other facts, connected with this case, which would assist them in coming to a decision thereon.

I have not transmitted the counter statements of the manager of the Company to Mr. Stevenson, for his further remarks, because I found that so much time had already elapsed since I was directed to prepare the present report; but I state this, as it is possible that their Lordships may wish to do so before deciding upon the question.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

Case of the Commissioners of the Stoke Improvement Act in the matter of the Level Crossing at Stoke, on the North Staffordshire Railway.

This line was opened for traffic in 1848.

By an Act passed in the 9th & 10th Vict. c. 85, intituled "An Act for making a Railway from the Manchester and Birmingham Railway at Macclesfield to the Trent Valley Railway at Colwich, with Branches," the 19th section enacts as follows:—

"And whereas the line of the said railway is proposed to be carried across the highways numbered, as on the plans herein-before referred to, as follows; that is to say:—

"Number 308, in Prestbury;
"Number 7, 18, 130, in Wolstanton;
"Number 154, 281, 369, 403, in Astbury;
"Number 26, 81, 137, in Stoke-upon-Trent;
"Number 22, in Barlaston;
"Number 66, 78, 172, 268, 359, 395, in Stone;
"Number 33, 53, 58, in Weston-upon-Trent;
"Number 9, 22a, 19, in Stone;
"Number 1a, 11a, in Colwich;
"Number 285, 313, 343, 449, in Barthomley;
"Number 10, in Keele;

"Be it enacted, That, subject to the provisions contained in the said Railway Clauses Consolidation Act, in reference to the crossing of roads on the level, it shall be lawful for the Company to carry the said railway across the said highways on a level at or near the points, marked on the said plans, for the crossing thereof respectively: Provided always, that it shall be lawful for the Board of Trade, at any time after the expiration of twelve calendar months from the opening of the railway hereby authorized to be made, to require and direct the said Company hereby incorporated within such time and in such manner as the said Board may appoint, to carry any or either of the said highways either over or under the said railway, by means of a bridge or arch, in lieu of crossing the same on a level."

The level crossing in question is one of three numbers, 26, 81, and 137, therein described as in Stoke-upon-Trent.

Immediately after the line was opened, great inconvenience was experienced by parties having to cross the railway at the level crossing; but as no amelioration could be obtained till the expiration of twelve calendar months from the opening, there was nothing but submitting to the evil for that time.

After the 12 months had expired, the matter was frequently brought under the notice of the Commissioners of Police of Stoke, and particularly the circumstance of the evil being materially aggravated by the manner in which the gates across the level crossing were opened and shut; and a representation was made to the Railway Directors, but without producing any amendment; and particular attention is requested to the manner in which the opening and shutting of the gates is effected. The width of the crossing is 27 feet, closed in by two gates on each side of the railway. One man, and one only, is stationed in a box on the north-east side to open and shut the gates, so that parties approaching the railway on the south-west side, and wishing to cross it, have great difficulty in calling on the man in the box on the opposite side to open the gate, and considerable detention is the consequence. The mode adopted of allowing a passage across the railway is to open one gate on each side, so that when there is a carriage or vehicle on each side, the one has to wait till that on the opposite side has got across, and by this mode the line of railway on the side on which the gates are not open is thus unfenced, and a horse, if frightened when crossing, might go up the line; and this, it is submitted, is in direct violation of the 47th section of the 8th Vict. c. 20.

The mode of placing the rails at this crossing was entirely regardless of the convenience or safety of persons having to cross either on horseback or in carriages, so that several accidents occurred by horses getting their feet fast between the rails, and thereby causing them to fall and considerable injury done.

The paved road between each line of rails, instead of being level, was raised considerably in the centre, so that persons in a carriage, in crossing, experienced the same shaking motion as in driving along a road where it encountered ruts 20 inches deep.

The inhabitants felt these inconveniences severely, and kept urging on the Commissioners the necessity of taking some steps to remedy so serious an evil; and on the of February, 1852, a deputation waited on the Directors, and represented to them these inconveniences, when they requested that it might be shown to them how the crossing might be done away with by taking the turnpike road over or under the railway; and in consequence thereof the Commissioners directed their surveyor to prepare a plan, having regard not only to the Railway Company's convenience, but also the expense.

The plan (a copy of which is sent herewith,) was then prepared, and the deputation again waited on the Company, and submitted the plan to them, when the Railway Directors retained the plan, and promised to give it their immediate consideration, but hitherto no answer has been made to the Commissioners.

This level crossing is on a road which is one of the principal approaches to the town of Stoke, and the traffic considerable, and looking at the account of traffic on the railway and on the road for seven days sent herewith, it is obvious that great detention must occur both to foot passengers, carriages, and other vehicles.

The manner in which the railway is screened by the carriage shed abutting on the level crossing on the west side of the railway, prevents persons passing on horseback, carriages, or other vehicles from seeing an engine or train as they approach the railway, till they get close up to the gate at the level crossing, when the suddenness of the engine coming in view frequently causes the horses to turn round.

The Commissioners finding their application to the Railway Company entirely disregarded, and that the ordinary facilities of opening the gates used on other railways were not adopted, and, indeed, that only one gate on each side was opened even when there were vehicles on each side waiting to pass, and looking to the daily increasing traffic on the railway, and also on the turnpike road, they made an application to the Board of Trade to direct that the road shall be carried under the said railway by means of an arch.

It is conceded by the Railway Company that this may be effected by an arch of ample height either in the mode suggested by the plan, a copy of which is sent herewith, or by an arch parallel with the present level crossing, the gradients in either case being the same or nearly so, as those of the present road.

The Railway Clauses Consolidation Act, section 48, provides that where the railway crosses any turnpike road on a level adjoining to a station, all trains on the railway shall be made to slacken their speed before arriving at such turnpike road, and shall not cross the same at any greater speed than four miles an hour, and the Company shall be subject to all such rules and regulations with regard to such crossings as may from time to time be made by the Board of Trade.

From the information of the persons appointed to take the traffic, it appears that this statutory provision is entirely set at nought, and that every train and engine passes at its ordinary speed.

By the traffic report which is annexed, it will be seen that 45 engines and trains cross the road each day of 12 hours, from which it is evident that if the rate of speed required by the above section of the Railway Clauses Consolidation Act was observed, the traffic on the road across the railway would be almost entirely stopped.

By doing away with the level crossing, the advantage in a pecuniary point of view to the Railway Company would be very considerable; amongst others, they would save the wages of the men appointed to open and close the gates, which reckoning seven days to each man per week, would not be estimated at less than 100*l.* per annum, and the goods trains coming from or going to the south which are now obliged to shunt to the goods station, occasioning great delay, and also considerable additional wear and tear to the carriages, would, if the turnpike road was carried under the railway in either of the modes suggested, run direct from or to the south, to the goods station in the same manner as the goods trains from or to the north.

Previous to the North Staffordshire Railway Act being obtained, there was a public footpath across the field on which the station has been built, but though slightly diverted, there was still a road on the south-west side of the station till lately (there not being any power under the North Staffordshire Railway Act to stop the same).

Since the inspection of the level crossing and the taking of the traffic, the Company have in the most unauthorized manner placed gates across the road in question and entirely stopped this footpath, in consequence of which the traffic across the level crossing has very much increased, as persons who used the footpath so stopped, are now compelled to go by the level crossing and by the hotel.

The proximity of the level crossing to the station, and being situated between it and the engine depôt, necessarily increases the inconvenience experienced by the public using the road across the level crossing, as the gates are kept closed from the moment the trains leave the station till they have passed the crossing, and the passing of engines to and from the station to the depot, multiplies the occasion for closing of the gates, thereby stopping the traffic on the road, and as the traffic on the railway increases, this evil will increase in the same proportion.

It is an admitted fact, that all level crossings are a serious evil, and not only dangerous, but causing great impediment and delay to the traffic, and ought in all cases to be avoided if possible.

References under Special Acts.

Appendix No. 70.

Level Crossing at Stoke.

North Staffordshire Railway.

The Commissioners, therefore, trust, under these circumstances, that the Board of Trade will see the necessity of doing away with this level crossing, and order the same accordingly, and that the road may be carried under the railway in either of the modes suggested, or in any other way which may appear to the Honourable Board most desirable.

Statement of the North Staffordshire Railway Company.

North Staffordshire Railway,
Stoke-upon-Trent, May 25, 1854.

SIR,

REFERRING to the communication, 241, from the Railway Department of the Board of Trade, addressed to the secretary of this Company, of which the following is a copy:—

"*Railway Department, Board of Trade,*
Whitehall, February 9, 1854

"SIR,

"I AM directed by the Lords of the Committee of Privy Council for Trade, to inform you, that a communication having been received from Mr. J. Stevenson, on behalf of the Commissioners of Improvement, calling attention to the danger to the public using the level crossing of the Endon branch of the Newcastle-under-Lyne district roads, their Lordships have appointed Lieutenant Tyler, R.E., to inspect and report upon the crossing in question."

"I am, &c.
"JAMES BOOTH."

"*To the Secretary of the*
"*North Staffordshire Railway Company.*

In accordance with the appointment named in this letter, you inspected the level crossing in question on the 21st February last, in company with Mr. Stevenson, myself, and others.

It was then arranged that Mr. Stevenson should (as representing the Commissioners of Police for the Stoke district, who are appointed under an Act intituled "An Act for "establishing an effective police in places within or adjoining to the district called the "Staffordshire Potteries, and for improving and cleansing the same, and better lighting "parts thereof, 14th June 1849,") put in writing any statement that he had to make in support of the complaint of the Commissioners, and that the Railway Company should reply in writing thereto.

Mr. Stevenson having sent a statement of his case to you on the 11th instant, which you forwarded to me on the 13th, I now take the earliest opportunity of replying thereto.

At first, I must observe, that the parties under whose name the complaint is made, viz.: the "Commissioners of Police for the Stoke District" have no jurisdiction whatever over the road in question, the management, repair, and all other matters connected with this road, being vested in the hands of trustees who have the charge of the "Newcastle and Blyth Marsh Turnpike Roads."

These trustees, as you will observe by the minutes herein-after referred to, are no parties to the complaint of the Commissioners, but are, on the contrary, adverse to the construction of a bridge.

When the North Staffordshire Railway Company obtained their Act of Parliament, in the year 1847, they had occasion to treat with the said trustees as to the mode of passing some of their roads, and some considerable alterations were made in compliance with the desire of the trustees, the understanding being, that such alterations would be satisfactory, and that no further demands for alterations in any form would be made on the Company.

I will now refer more particularly to the "case of the Commissioners of the Stoke Improvement Act," forwarded to you by Mr. Stevenson on the 11th instant.

The first part of this document is compiled by voluminous extracts from the special Act for the construction of the North Staffordshire Railway; on those extracts I need not remark.

Communications were made by the Commissioners to the Railway Company, and they were attended to, and had the best consideration of the Directors.

The following, among other replies, were given to the Commissioners:—

(Copy.)

"*North Staffordshire Railway,*
Stoke, March 14, 1852.

"DEAR SIR,

"I CALLED on you on the 11th to explain what had been decided by our Committee in reference to the application made on February 24th, by the deputation of Commissioners for improving, &c. the Stoke District of the Potteries. Not finding you at home, I now write to say, that the committee, after due consideration and investigation, having taken into account the nature and extent of traffic over the level crossing, conclude that they would not be justified in expending the large sum of money necessary for the erection of a bridge, and they consider that if a bridge were constructed it would be very inconvenient, and would not be used to any extent.

"They have, however, instructed me to make some alterations as to the opening of the gates, which I shall be glad to explain to you in person, if you will let me know when you will be at home.

"I am, &c.
(Signed) "J. C. FORSYTH."

"*J. Stevenson, Esq.*

"*North Staffordshire Railway,*
"*Stoke, March* 30, 1852.

"Dear Sir,

"I have to inform you that I have laid your letter of the 18th instant before the Traffic Committee, and that I have received their instructions thereon.

"I have to point out to the Commissioners, that a bridge over the railway is quite impossible, and that a bridge under the railway would be most inconvenient to the public, if they be compelled to use the same, even if a case for its construction could be established.

"With regard to the opening and shutting of the gates to the level crossing; the Directors wish to have this properly done, and they are at all times ready and willing to remedy any real evil or defect as far as possible, and with as little delay as possible.

"They cannot, however, think (in any case) that the Commissioners would attempt to recover penalties for any alleged negligence of the gatemen, or put the Company to any other unnecessary expense. By a meeting, on the ground, I think that I could point out the difficulties and inconveniences that would arise by the construction of a bridge of any sort. If the question be therefore pressed, I have to request you to ask the Commissioners to meet me on the spot on some convenient day, and also to lay this letter before them at their next meeting.

"I am, &c.

"*J. Stevenson, Esq.* (Signed) "J. C. Forsyth."

The alteration referred to in my letter of the 14th March, 1852, to Mr. Stevenson, as to the mode of opening the gates, was to open them simultaneously by aid of machinery, on the condition that the Commissioners would be content with the alteration, but to this plan they objected.

The Commissioners ultimately applied to the Board of Trade on the 7th February last, on which application you were appointed to investigate the case as before stated.

"I must remind you that, during the whole period above referred to, the road trustees (who are the responsible parties) protested against the proceedings and unnecessary interference of the Commissioners, and on the 23rd of February, in the present year, passed the following resolution.—

"Newcastle and Blyth Marsh Turnpike Roads.

"Extract from Book of Proceedings of Meeting of Trustees, held on 23d February 1854.

"A deputation from the Stoke Police Commissioners having waited upon the trustees, and urged them to co-operate in the endeavour made by the Commissioners to get rid of the level crossing near the Stoke Station,—

"Resolved,—That such application having been fully considered, the trustees, looking at the heavy expense which would be entailed on the Railway Company, and the limited extent of advantage to the public, do not consider it expedient to interfere.

"Resolved,—That the clerk be requested to inform the Directors of the Railway Company, that the trustees consider the mode of opening the gates at this and the other level crossings on these roads susceptible of improvement, and they trust that the best practicable mode for the safety and convenience of the public will be adopted in every case.

"(Extracted from the Book of Proceedings.)

"William Keary,
"*Clerk.*"

The allegation in the "case of the Commissioners" which states, from the peculiar method of opening the gates, a horse *might* go up the line is simply absurd.

It is not the fact that several accidents have occurred by horses getting their feet fast in the rails. I am only aware of one case of this sort having taken place, and this was with a horse having a peculiarly shod foot. The level crossing rails are constructed in the usual manner, and kept in a fair state of repair.

It is stated by Mr. Stevenson, that the paved road between each line of rails, instead of being level, was raised considerably in the centre, so that persons in a carriage in crossing experienced the same shaking motion as in driving along a road, where it encountered ruts 20 inches deep.

I submit to you that this statement is a fair sample of the over-colouring of the entire picture as painted by the Commissioners.

The inhabitants have never interfered in the question, one or two persons only, who are Commissioners, being the inhabitants referred to.

A plan was forwarded to the Company, showing a diversion of the road, with a proposed bridge under the railway to the south of the present level crossing, much in the same way as on the plan accompanying the case, and which is referred to by the Commissioners, but to this diversion of the road the trustees objected.

The level crossing is not on the principal approach to the town. There is, however, a considerable traffic along the road, but a very large amount of this traffic is on sufferance, as it passes along the private road of the Railway Company, in preference to passing along the public highway.

This will be better explained by a reference to the general lithographed map of the district hereto annexed. A on the map is near to Mr. Alderman Copeland's manufactory, being about the centre of the town of Stoke.

References under Special Acts.

Appendix No. 70.

Level Crossing at Stoke.

North Staffordshire Railway.

The natural route for the traffic is along the streets A B C D, &c., at B the road being taken *under* the railway by means of a *bridge*.

The public, however, prefer going along the route A E F G C D, passing over the *level crossing* at F, in preference to going under the *bridge* at B, although that route is shorter by 570 yards.

Almost the entire *public traffic* over the level crossing consists of coal carts and foot passengers. Large as the Commissioners have made the traffic appear to be, not a single accident has happened in the six years that the crossing has been in use, except that of the horse falling and getting his foot fast as before stated.

The coal cart traffic will be much diminished by the construction of a new line of railway for mineral purposes; the bill for the Construction of such railway being at present before the House of Commons.

Referring to the traffic table made out by the Commissioners, I have to state that I caused the traffic which was improperly passing along the Company's road, and thus over the level crossing, for a period of 14 days, from 6.30 a.m. to 6.30 p.m. to be taken, and found it to be

325 Carts.
162 Gigs or carriages.
152 Trucks or wheelbarrows.
77 Horsemen.
6,012 Foot passengers.

I have deducted these from the return made by the Commissioners, and the result is as shown on a copy of that return hereunto annexed.

I also had the traffic taken in the year 1852 which I annex, and which differs but slightly with the present traffic, except in the case of horses, which is accounted for hereafter.

In the Commissioners' traffic table many of the foot passengers are the Railway Company's workmen, who use the level crossing four times a day to go to and from their work, and others are passengers going to the station or to the Company's hotel.

As a further specimen of the way in which the Commissioners' case has been got up, I refer you to the quantity of horses said to pass in the week, viz., 1,581; these clearly ought to be included with carts, waggons, gigs, and carriages (see the Company's table of traffic for 1852).

The traffic on the railway is dealt with after some such fashion as the above.

In the day and night 43 passengers and 16 goods trains pass along the line, *every one* of which stops at the *Stoke Station*. The passenger trains going northward are all stopped about 20 yards before getting to the level crossing, for the purpose of collecting tickets, and they are all again stopped in the Stoke Station, both going northwards and going south, at a distance of about 110 yards from the level crossing. In fact, no engine passes along the railway at this point at a greater speed than four miles per hour, unless it be under some most peculiar and special circumstance.

This is known to every one; but in the face of these facts the Commissioners state "that every train and engine passes at its ordinary speed." I cannot think it possible that such a statement can be made in ignorance of what is so well known to be the fact.

If a bridge were built the level crossing could not be dispensed with, as it is required for an approach to the Company's goods and passenger stations, which are situated between the level crossing at F (see small plan) and the other road at B, where there is a bridge as before stated.

To construct a bridge over the railway at the place in question, would require the road to be raised 17 feet at least, rendering enormous approaches necessary, which would cut off the valuable building land adjoining the road from all access, except by means of embankments.

The bridge under the railway would be equally objectionable, as the road would have to be diverted through valuable land, over which the Company have no compulsory powers of purchase. Such diversion would not dispense with the level crossing, as it would be required for the use of the lands now fronting the present roads, and also for the purposes of the Railway Company, as before stated.

A bridge could not be built in either case except at a very great cost, for which I submit there has been no public case made out, neither is the application for the alteration of a public nature.

The trustees of the road decidedly object to such alteration. I therefore submit to you that it would not be expedient to require the Company to erect a bridge.

The Company are willing to open the gates simultaneously by means of machinery, and I consider that this would meet the case to the fullest extent.

I am, &c.

To Lieutenant H. W. Tyler, R.E.
Railway Department, Board of Trade,
London.

J. C. Forsyth,
Engineer and Manager.

Sir,

Stoke-upon-Trent, July 14, 1854.

I had the honour to receive your letter of the 7th inst., with its enclosures, one of which is the reply of the North Staffordshire Company to the complaint of the Stoke-upon-Trent Commissioners, wherein they unequivocally assert "that their trains never

cross the level crossing at a greater speed than four miles an hour," as required by the 48th section of "The Railway Clauses Consolidation Act, 1845." As this assertion is a flat contradiction of the allegation made by the Commissioners in this respect, they were desirous of having the matter decided by a proceeding before the magistrates, with a view to a conviction, as they are well satisfied that every train passing the level crossing in question does so at a speed far greater than four miles an hour; but on reference to the Act, no penalty is imposed for this offence, unless the Board of Trade, by virtue of the power granted to them, have made any regulation or rule imposing a penalty, of which I shall be glad to be informed, when a proceeding shall be immediately taken, by which the Commissioners will have the opportunity of proving the truth of their allegation, and the Company a similar one of the truth of their denial of the charge. If the Board have not made any regulations in this behalf, I shall be glad to know in what manner this matter can be tested, as the Commissioners feel convinced that the statement of the Railway Company is utterly unfounded." On having this question settled, the Commissioners will address the Board on the case.

I am, &c.

Captain Douglas Galton, R.E.
&c. &c.

JOHN A. STEVENSON,
Clerk to the Improvement Commissioners.

Railway Department, Board of Trade,
Whitehall, July 22, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th inst., on the subject of the level crossing on the North Staffordshire Railway near Stoke-upon-Trent, and in reply I am to inform you that their Lordships have not made any regulations with respect to this crossing, nor have they, under the 48th section of the Railways Clauses Consolidation Act, any power of imposing penalties for enforcing regulations made by them under that section; and it does not appear to my Lords that there is any summary mode of proceeding that could be resorted to with a view to oblige the Company to observe the provisions of the Act with regard to the speed of trains at the level crossing.

I am, &c.

J. Stevenson, Esq.
&c. &c.

JAMES BOOTH,
Secretary.

Stoke-upon-Trent, July 24, 1854.

SIR,

I AM directed by the Commissioners of Stoke district to send to you, for the information of the Lords of the Privy Council of the Board of Trade, the enclosed answers to the statements of the Railway Company, in reference to the level crossing at Stoke, which are arranged numerically to correspond with the numbers attached to the statement of the Railway Company, to which the answers refer, and to state that the Commissioners feel so strongly the importance of this matter, that they are desirous a deputation from their body should have an audience of their Lordships thereon, and they desire me to request the favour of their Lordships making an appointment for that purpose.

I am, &c.

To D. Galton, Esq.
&c. &c.

JOHN A. STEVENSON.

(Inclosure.)

Stoke-upon-Trent, July 24, 1854.

The Answers of the Commissioners of Stoke District to the Statements of the North Staffordshire Railway Company, in reference to the level Crossing at Stoke.

1. The Commissioners do not claim any jurisdiction, but consider they have not only a perfect right, but are expected to take cognizance of a matter of this nature, so deeply affecting the interests of the inhabitants of Stoke.

2. No such decision has ever been communicated to the Commissioners by the trustees, and they have reason to believe that the trustees would not oppose a bridge or arch, and, from the only communication the Commissioners have received from them, it appears they have refrained from urging the substitution of a bridge or arch for the level crossing, on account of the expense it would occasion the Railway Company.

3. The Commissioners are not aware of any such arrangement, nor do they believe that any such arrangement as is alleged by the Railway Company was ever made, and they submit that it is not competent to the trustees to make any such arrangement, which would impose on the public a daily and an increasing nuisance.

That the trustees are many of them residing at a distance, and are not sufficiently aware of the great inconvenience experienced by the public, and several of them being directors of the railway, most of them large shareholders, cannot be expected to act with that independence and regard for the public convenienee which this case so imperatively demands.

4. No representations from the Commissioners have ever been attended to, and it is even admitted, by the Company's communication to this Honourable Board, that the means which the Railway Company have of much lessening the inconvenience have never been resorted

to, though upwards of years have elapsed since the Commissioners first called their attention to the matter.

5. The construction of the railway at the level crossing has only been altered within the last few months, and this in consequence of the accidents which have occurred and the complaints of the Commissioners.

6. The Commissioners are prepared, by independent evidence, to substantiate the statements they have made, and they think the Railway Company ought to have pointed out in what respect they are exaggerated.

7. This is not the case; the inhabitants have made frequent complaints to the Commissioners, as the proper body to bring the matter before the Board of Trade.

8. The level crossing is on one of the principal approaches to the town, and the Commissioners dispute that the traffic is increased by usage of a private road. The Railway Company have diverted a public road, which imposes on the public the necessity of crossing the level crossing to use such diverted road.

9. This is not so. Several of the passenger trains run in without stopping at the ticket platform, the tickets having been taken at a previous station; all the goods trains and the engines from the depôt run in without stopping and at the ordinary speed, regardless of the requirements of the 48th section of the Railway Clauses Act.

10. This statement the Commissioners entirely dispute, and are prepared to prove indisputably that the observance of the prescribed rate of four miles an hour is the exception and rarely or ever observed; and in order to test the correctness of the Railway Company's assertion would have instituted proceedings, but that it appears from the letter of the Board of the 22d instant, that there is no proceeding by which the provisions of the 48 section of the Railway Clauses Act can be enforced.

11. The retention of the level crossing in case of a bridge or arch would not be required for the public convenience, however necessary it might be for the Railway Company.

12. The Commissioners do not think the question of expense ought to be considered, and, being easily ascertained, ought to have been stated to the Board of Trade by the Railway Company, if they had wished such an objection to have any weight, as also the present expense of the level crossing.

13. The Commissioners are of opinion, that no gate, however constructed, would remedy the inconvenience complained.

Railway Department, Board of Trade,
Whitehall, August 1, 1854.

Sir,

With reference to your communication of the 24th ult. I am directed by the Lords of the Committee of Privy Council for Trade to inform you that my Lords have appointed Friday next, the 4th inst., at 2 o'clock p.m., as the day on which they will receive the deputation on the subject of the level crossing in question.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

J. Stevenson, Esq.

Railway Department, Board of Trade,
Whitehall, August 1, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received an application from Mr. J. Stevenson, on behalf of the Stoke Improvement Commissioners, to appoint an interview on the subject of the level crossing at Stoke. My Lords direct me to inform you that they have appointed Friday next, the 4th inst., at 2 o'clock p.m., as the day on which their Lordships will receive the deputation in question, and they direct me to request that the North Staffordshire Railway Company will cause their engineer, or some other duly authorized person, to attend on that occasion.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the North Staffordshire Railway Company.

Railway Department, Board of Trade,
Whitehall, August 11, 1854.

Sir,

I have the honour to enclose, for the information of the Lords of the Committee of Privy Council for Trade, a memorandum of the agreement which has been entered upon with Mr. Hollins, on behalf of the Improvement Commissioners for the town of Stoke, and Mr. Forsyth, on behalf of the North Staffordshire Railway Company, in reference to the level crossing of the North Staffordshire Railway near Stoke.

This agreement has been made in pursuance of the suggestion offered to the deputation which waited on their Lordships this morning, with the object of advocating the substitution of a bridge for the level crossing in question, and, as both parties appear to be satisfied with it, I trust that it may meet with the approval of their Lordships.

I have, &c.
H. W. Tyler,
Captain Royal Engineers.

The Secretary of the Railway Department, Board of Trade.

(Inclosure.)

MEMORANDUM of points settled by Mr. Hollins, Mr. Forsyth, and Captain Tyler, in reference to the level crossing of the North Staffordshire Railway, near the town of Stoke, on the 11th August 1854.

1. No engine or train to pass the level crossing at a greater rate than four miles per hour.
2. Within two months, new gates to be erected, so constructed, that, by opening one, the others may be also opened.
3. At least two men to be at the gates by day until the new gates are finished, and one man by night until that time.

M. D. HOLLINS,
J. C. FORSYTH,
H. W. TYLER.

Board of Trade, August 11, 1854.

APPENDIX No. 71.

OXFORD, WORCESTER, AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade, Whitehall, March 16, 1854.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to forward to you the enclosed memorial in original, which they have received from the Great Western Railway Company, for any observations which the Directors of the Oxford, Worcester, and Wolverhampton Railway Company may have to offer thereon.

My Lords will feel obliged by your returning the memorial at your early convenience.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

To the Oxford, Worcester, and Wolverhampton Railway Company.

3, *Whitehall Place, March* 14, 1854.

In the matter of the Oxford, Worcester, and Wolverhampton Railway.

MY LORDS,

WE have the honour to place before your Lordships a memorial of our clients, the Great Western Railway Company, on the subject of the completion of the broad gauge on the above railway, to which we beg to solicit your Lordships' early attention.

We are, &c.

W. O. and W. HUNT and ELSDALE.

The Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations.

To the Right Honourable the Lords of the Committee of the Privy Council for Trade and Foreign Plantations.

The humble memorial of the Great Western Railway Company showeth,

THAT the Oxford, Worcester, and Wolverhampton Railway Company was incorporated by 8 and 9 Vict. cap. 184.

That by section 38 of the said Act it was enacted "that the railway, branch railway, "and works shall be constructed and completed in all respects to the satisfaction of the "engineer for the time being of the Great Western Railway Company, and the said railway "shall be formed of such gauge and according to such mode of construction as will admit "of the same being worked continuously with the said Great Western Railway."

That the Great Western Railway is constructed with a double line of rails of the gauge of 7 feet, known as the broad gauge.

That by section 44 of the said Act, after reciting "that the railway was to be connected "with the Birmingham and Gloucester Railway at Abbotswood and Stoke Prior, and with "the Grand Junction Railway near Wolverhampton, it was enacted that the Company "should lay down on their railway between Abbotswood and Wolverhampton additional "rails on the narrow gauge, so as to adapt the line as well to the gauge of the Birmingham "and Gloucester and Grand Junction Railways as to the gauge of the rails of the Great "Western Railway Company."

That the Oxford, Worcester, and Wolverhampton Railway Company have, notwithstanding such enactments, been endeavouring to complete their railway upon the narrow gauge alone, and have opened and are now working a considerable portion of their railway on the narrow gauge, and have laid down rails upon the broad gauge upon parts only of their railway, but in such a manner as to comply colourably only with the provisions of the Act of Parliament, and not so as to enable their said railway to be worked upon the broad gauge.

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

That so long ago as February One thousand eight hundred and fifty-one, the Oxford, Worcester, and Wolverhampton made an agreement with the North Western and the Midland Railway Companies to complete their railway on the narrow gauge only, but such agreement was restrained by order of Lord Cranworth, then Vice-Chancellor, in May of the same year.

That since such period, and except only during a short interval when they agreed with the Great Western Railway Company to complete their railway with a double line of broad gauge throughout, and in accordance with the Act of Parliament, the policy of the Oxford, Worcester, and Wolverhampton Company has been to complete the railway on the narrow gauge throughout, and without the rails on the broad gauge as required by the Act of Parliament.

That foreseeing and anticipating this policy, and the intentions of the Company to evade the Acts of Parliament, the Great Western Railway Company, in One thousand eight hundred and fifty-two, applied for an injunction to restrain the Company from opening their railway from Worcester to Evesham on the narrow gauge (as they were then intending to do) until they had first completed and opened their railway throughout upon the broad gauge, and from further expending their funds upon the narrow gauge until they should have first completed and opened a double line of broad gauge throughout their whole railway from Wolverhampton to Oxford.

That upon that occasion it was contended on the part of the Great Western Railway Company that the funds of the Oxford, Worcester, and Wolverhampton were not sufficient to complete the broad gauge as well as the narrow gauge, and that unless restrained they would expend those funds which were applicable to the broad gauge upon the completion of the narrow gauge, and also that they did not intend to complete the railway as a broad gauge railway.

That on the part of the Oxford, Worcester, and Wolverhampton Company, it was sworn, as will appear from the affidavits, (extracts from which are appended by way of supplement to this memorial), that the funds of the Company were sufficient for the purpose of completing the broad gauge as well as the narrow gauge, and that it was *bonâ fide* intended to complete the railway on the broad gauge.

That, influenced, as your memorialists believe, greatly by these statements of their *bonâ fide* intention to comply with the Act of Parliament, the Vice-Chancellor refused the injunction prayed, but on delivering his judgment, made use of the following expressions: "Now no doubt as far as the works have gone the narrow gauge works are more advanced "than the broad gauge works, but I see no harm in that. The object of the broad gauge "is, that the railway when completed shall be of such gauge and such mode of construction "as shall admit of its being worked continuously with the Great Western. If it is *bonâ* "*fide* made down to Wolvercot, and when it is completed and opened at Wolvercot, there "is a line then capable of being worked continuously with the Great Western, it seems "to me that the obligation imposed upon them by the Act of Parliament will have been "performed, but it is not so, if when it is opened at Wolvercot, it is open as a narrow "gauge line made in compliance with the 38th clause. Though it is not before me, in "my humble judgment it would not be in accordance with the Act of Parliament, and the "law would furnish ample means to the Great Western Railway Company in that case of "getting redress."

That the Great Western Company, in accordance with the above suggestion, waited until a period shortly anterior to that when the Oxford, Worcester, and Wolverhampton Railway Company had announced their intention to open their railway from Evesham southwards to Oxford, and finding, from the report of their engineer, that the railway was not being completed with even a *single* line of broad gauge between those places, and that north of Evesham, the broad gauge was still incomplete upon those portions of the railway which were open on the narrow gauge, and that no progress was being made in laying a second line of broad gauge rails on any part of the line, (although a second line of narrow had in many places been completed and opened,) filed another bill before the Lords Justices, in which they stated these circumstances, and, after reiterating their belief that the Oxford, Worcester, and Wolverhampton had not sufficient funds to complete the railway throughout on both gauges, and that it was not their intention to complete it with a double line of broad gauge rails, prayed that the Oxford, Worcester, and Wolverhampton Railway Company might be restrained from opening the line between Evesham and Oxford, until they had first completed their railway with a double line of broad gauge rails throughout, and that they might be also restrained from a further expenditure of their funds on the narrow gauge rails, until they had first completed the broad gauge rails.

That affidavits were filed by Mr. Parson, the solicitor of the Oxford, Worcester, and Wolverhampton Railway Company, and by Mr. W. Henri Thomas, the chairman of the Finance Committee, in which they repeatedly swear (as will appear by the extracts therefrom, appended by way of supplement hereto,) that the funds of the Company will be sufficient for the completion of the railway on both gauges, and, that it is the *bonâ fide* intention of the Company to complete the same with a double line of broad gauge as well as with a double line of narrow gauge rails.

That, in consequence of these assurances, and partly because the Great Western Railway Company had not appealed from the before-mentioned judgment of the Vice Chancellor for a space of several months, the Lords Justices did not think fit to grant the interlocutory injunction prayed, but it was collected, (as will appear from the following extracts from

their judgment,) that if the Attorney-General, as representing the public, had been party to the suit, or if the cause were then being heard, instead of a mere interlocutory motion being before them, a different conclusion might have been arrived at.

In delivering the aforesaid judgment, Lord Justice Knight Bruce made use of the following expressions:—

"It is not now to be determined what order or decree, whether of dismissal or otherwise, "if these causes were or shall be before the Court for hearing, were or will be proper to "make; we are dealing with interlocutory motions only."

At another place, he says: "The Great Western Railway Company, it is to be "remembered are, plaintiffs in the first cause, suing with some individuals on behalf of "themselves and others, and are the sole plaintiffs in the second and third causes, but the "Attorney-General is neither an informant nor a defendant in any one of the three: "whether if he had been here it would have made any material difference I need not give "an opinion."

Again "the defendants, under the Act of June 1852, have yet more than a year "allowed by Parliament for the completion of their works; they profess, and I believe not "fraudently or dishonestly, an intention to complete before the end of the two years allowed "by the last Act, a double line of mixed gauge along the whole course along which the "plaintiffs require that they should make a double line of broad gauge. I am not satisfied "that this alleged intention is of impossible or even improbable execution; and if it is not of "impossible or improbable execution, and the defendants are not acting as, whether rightly or "wrongly, they are not in my opinion shown to be acting, *malâ fide*, I do not see why, "acquiescence or no acquiescence, delay or no delay, the Court should now, on either of the "two first motions, interfere or act against them, unless possibly as I have said with respect "to future expenditure; but if the alleged intention is of impossible or improbable execution, "neither then do I think that, acquiescence or no acquiescence, delay or no delay, I can "perceive sufficient reason at least for any other interposition on those two motions. The "Attorney-General, I repeat, is not here. The single line of mixed gauge now in active "progress is likely to be completed before the end of next month, and, treating this as a mere "question of contract between subject and subject relating to property, and considering the "contract as formed by the 38th section of the Act of 1845, which, whatever be the true "meaning of it, is now to be taken in connexion with the Act of June 1852, I must, if "asked what fair purpose in such a case can be fairly advanced by stopping that single line "now, or preventing the use of it, or of the lines of narrow gauge, say, in my opinion, there "is none."

That, notwithstanding the assurances of their intention to complete the railway on the broad gauge, the Oxford, Worcester, and Wolverhampton, attempted shortly after the aforesaid judgment to open their railway from Evesham to Wolvercot upon the narrow gauge only, without even completing a single line of broad gauge between those places, but they were restrained by an order of postponement from your Honourable Board, until the broad gauge upon that part of the railway should be completed.

That ultimately that portion of their railway was opened with a single line of mixed gauge on the 4th June 1853, but since that period, notwithstanding the various affidavits by the parties representing the Company of the *bonâ fide* intention of the Company to complete a double line of broad gauge rails throughout their whole railway, and their ability to do so, statements which your memorialists believe operated most strongly upon the minds of the various judges dealing with the matter, as will appear from their several judgments, the Oxford, Worcester, and Wolverhampton Company have done nothing towards completing the single line of broad gauge partially laid north of Evesham, and nothing towards completing the second line of broad gauge throughout the whole length of their line, notwithstanding they have made considerable progress with, and have actually opened, a portion of the second line of narrow gauge.

That all the bridges, embankments, and in fact the whole works of the railway, have been constructed expressly for the broad gauge, and it only remains to lay rails adapted to such gauge to complete the same in accordance with the Act of Parliament.

That the plan accompanying this memorial shows the present state of the broad and narrow gauge rails on the said railway, which, as far as the broad gauge rails are concerned, have remained in nearly the same state for the last twelve months.

That having opened a portion of the up or second line of rails of their railway on the narrow gauge between Evesham and Honeybourne, against the prohibition of your Right Honourable Board, who had prohibited the same being opened on the narrow gauge until they had laid also the broad gauge, an information was filed, at the instance of the Attorney-General, to restrain the Oxford, Worcester, and Wolverhampton Railway Company from working such portion of their railway, until the further order of your Honourable Board; and upon the argument on the said information, before the Master of the Rolls, on Saturday the eleventh March last, the counsel for the Oxford, Worcester, and Wolverhampton Company, being so instructed, stated that it was not the intention of that Company to lay the second line of broad gauge rails at all, or, as your memorialists collect, to lay any more broad gauge whatever on the said railway.

That the period fixed by Act of Parliament for the completion of the Oxford, Worcester, and Wolverhampton Railway will expire on the thirtieth day of June in the present year, 1854.

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

That your memorialists submit, that it is therefore perfectly evident that it is the intention of the Oxford, Worcester, and Wolverhampton Company to violate the express provisions of an Act of Parliament passed by the Legislature for the public benefit, and to evade by every means in their power the liability to lay down a double line of broad gauge rails upon their line of railway.

That your memorialists have amended their bill of complaint lastly herein-before mentioned, in which they have set forth many of the above facts, and have prayed that the Court will declare that the Oxford, Worcester, and Wolverhampton Railway ought to be constructed with a double line of rails on the broad gauge throughout, and that the Company be restrained from dividing a dividend amongst their shareholders until such works have been first completed. And your memorialists are advised and believe, that the object of such suit, which is solely to compel the completion of a double line of broad gauge throughout the whole length of the Oxford, Worcester, and Wolverhampton Railway, will be more readily attained, and the performance of the provisions of the Act of Parliament more effectually secured, if Her Majesty's Attorney-General, as representing the public, was made a party thereto, and was represented at the hearing thereof.

That a motion is now pending before the Court of Chancery for leave to make an amendment in the said bill for that purpose.

Your Memorialists therefore pray your Right Honourable Board to take the aforesaid matters into your consideration, and give such directions as may secure the due fulfilment of the aforesaid Acts of Parliament, and otherwise cause right to be done with reference to the premises.

Supplement to the foregoing Memorial.

Extract from affidavit of Mr. John Parson, solicitor of the Oxford, Worcester, and Wolverhampton Railway Company, in the suit of the Great Western Railway Company and others *versus* the Oxford, Worcester, and Wolverhampton Railway Company and others, before the late Vice-Chancellor Sir James Parker.

I, John Parson, &c., &c., make oath and say that it is intended by the majority of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company to construct the whole of their main line between Wolverhampton and Wolvercot and the Stoke Prior Branch with rails on the mixed gauge, so as to admit of the same railway being worked continuously with the Great Western Railway, and that they intend, in the first instance, to construct the whole of such main line and branch with a single line of rails, on the mixed gauge, throughout its whole length, and with a double line of rails on the mixed gauge between Wolverhampton and Norton Junction, on the said main line and branch, and very probably as far as Evesham, on the said main line.

That it is their intention, if it shall be found that the funds of the Company are sufficient for that purpose, to complete throughout the said main line a second line of rails on the mixed gauge, but if such funds shall prove insufficient in the first instance, then to complete such second line either by means of parliamentary powers to be hereafter obtained to raise further capital for that purpose, or by means of the income to arise from working the said railway.

That the said majority of the said Directors, considering it would be greatly for the advantage of the said Company and the shareholders thereof, that inasmuch as the northern part of the said line of railway communicates with narrow gauge lines only, and that the laying down of rails, which would not be used until the line of the said railway was completed at the southern end thereof, would occasion considerable loss, intend to open the line of their said railway between Stourbridge and Evesham, on the said railway, in the first instance with rails on the narrow gauge only, but they intend to complete and, as early as possible, to open, the whole main line of their said railway from Wolverhampton to Wolvercot, and also the said branch, with rails on the mixed gauge, so as to be worked continuously with the Great Western Railway. And I deny that the said majority of the said Directors of the said Oxford, Worcester, and Wolverhampton Railway Company do in fact intend that their said railway shall be worked permanently, either in its whole extent or any portion thereof, with rails on the narrow gauge only, for I say that the intention of the said majority is to work the parts of the line for the time being opened on the narrow gauge, for the purpose of securing an amount of profit which they could not otherwise secure, the lines of railway communicating with parts of the line of the said Oxford, Worcester, and Wolverhampton Railway, which, from the progress made on the work, will be first opened, being narrow gauge lines.

That I am informed and believe that the funds of the Oxford, Worcester, and Wolverhampton Railway Company are sufficient to complete the main line of the said Oxford, Worcester, and Wolverhampton Railway, and the said Stoke Prior Branch, being, in fact, the whole of the railway which the said last-mentioned Company are authorized to construct by their Acts of Parliament, which can now be constructed through its entire length on the mixed gauge, so as to be worked continuously with the said Great Western Railway.

Sworn, &c.

Extract from affidavit of William Henri Thomas, Chairman of the Finance Committee of the Oxford, Worcester, and Wolverhampton Railway, sworn and filed 20th January 1853, in the suit of the Great Western Railway Company *v.* the Oxford, Worcester, and Wolverhampton Railway Company, heard before the Lords Justices.

I, William Henri Thomas, &c., &c., make oath and say that the funds of the Company are very much more than sufficient to complete the whole main line of the said railway through its entire length, together with the Stoke Prior Branch, (being the branch already made), so as to be worked continuously with the Great Western Railway, and particularly that the said funds are much more than sufficient to construct the main line of the said Oxford, Worcester, and Wolverhampton Railway from Wolverhampton to Wolvercot, and the said branch throughout the whole extent of such main line, including the necessary side lines between Stourbridge and Wolverhampton, with a double line of rails of the mixed gauge.

Sworn, &c.

Extract from affidavit of Mr. John Parson, sworn and filed 20th January 1853, in the suit of the Great Western Railway Company *versus* the Oxford, Worcester, and Wolverhampton Railway Company, heard before the Lords Justices.

I, John Parson, &c., &c., make oath and say, that I have read the office copy of an affidavit sworn by me on the 27th day of March last, in a certain cause in this Honourable Court, in which the above two named plaintiffs and others were plaintiffs, and the above named defendants and others were defendants, and I say that the contents of such affidavit are true.

That there has been no change in the intentions of the majority of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company since the time the said last-mentioned affidavit was sworn, as to the construction of the whole of their line between Wolverhampton and Wolvercot, with rails on the mixed gauge, so as to admit of the same railway being worked continuously with the Great Western Railway, but the making of the second line of rails on the mixed gauge, which is stated in that affidavit to depend on the contingency of the funds of the defendants being sufficient, is now no longer dependant upon such contingency, as parliamentary powers for raising much more than sufficient capital were obtained by an Act passed in last year, so that it is now intended to construct as soon as possible the whole of the main line of the Oxford, Worcester, and Wolverhampton Railway with a single line of rails on the mixed gauge throughout its whole length, and afterwards to complete throughout the said main line a second line of rails on the mixed gauge.

That the majority of the said Directors considering it would be, as I believe it would be, greatly for the advantage of the said Company, and the shareholders thereof, that, inasmuch as the northern part of the said line of railway communicates with narrow gauge lines only, and that the laying down of rails which would not be used until the line of the said railway was completed at the southern end thereof would occasion considerable loss, opened the line of their said railway between Stourbridge and Evesham on the said railway in the first instance on the narrow gauge, but they intend to complete, and when completed to open, the whole main line of their said railway from Wolverhampton to Wolvercot, and also the said branch with rails on the mixed gauge, so as to be worked continuously with the Great Western Railway, and to open such line in the first instance with a single line of mixed gauge, and after to complete and open the second line of mixed gauge.

I deny that the said Oxford, Worcester, and Wolverhampton Railway Company do in fact intend to work their said railway, either in its whole extent or any portion thereof, with rails on the narrow gauge only.

The said Oxford, Worcester, and Wolverhampton Railway Company intend to construct the whole main line of their said railway, and also the said branch *bonâ fide* on the broad gauge, as well as the narrow gauge, pursuant to their Acts of Parliament, and they do not intend to open their said railway to Wolvercot in the said bill mentioned on a narrow gauge only, but on the contrary, they intend that when the said railway is open to Wolvercot aforesaid, the said railway shall be opened on the broad gauge as well as the narrow gauge at the same time; that is, they intend to open to Wolvercot aforesaid in the first instance with a single line of mixed gauge rails, and afterwards to complete a second line on the mixed gauge, so as to make the railway throughout a double line of mixed gauge rails.

I deny that it is the fact that the said Oxford, Worcester, and Wolverhampton Railway has not, nor has any part thereof, been constructed of such gauge, and according to the mode of construction as will admit of the same being worked continuously with the Great Western Railway, and I deny that the said Oxford, Worcester, and Wolverhampton Railway Company, either to give a colour to their proceedings, or pretending that they purpose to form their said railway on the broad gauge, have laid down sleepers adapted to receive rails on the broad gauge, or rails on the broad gauge, for I say the sleepers adapted for rails on the broad gauge, and rails on the broad gauge, have in fact been laid down on their said line of railway, with a *bonâ fide* intention of constructing such line throughout on the broad gauge as well as the narrow gauge as aforesaid.

I deny that the Oxford, Worcester, and Wolverhampton Railway Company have been or are laying the rails on their said railway, or are expending, or, as I believe, intend

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

hereafter to expend, the moneys or funds, or pledge the credit of the said last-mentioned Company, in or for the purpose of constructing or opening, or that they threaten or intend to construct or open their said railway throughout the whole of the distance from Dudley, in the said bill mentioned, to Wolvercot aforesaid, with rails on the narrow gauge only, or not with rails on the broad gauge, or so as to admit of the same being worked on the narrow gauge only, to the exclusion of the broad gauge; for I say that the course of proceeding which has, in fact, been adopted by the said last-mentioned Company, and which is intended to be adopted by them with reference to the laying rails on their said line is: and the said Oxford, Worcester, and Wolverhampton Railway Company are expending, and they intend to expend, the monies and funds, and to avail themselves of the credit of the Oxford, Worcester, and Wolverhampton Railway Company to construct the said main line of the Oxford, Worcester, and Wolverhampton Railway throughout its entire length, together with side lines, where requisite, between Stourbridge and Wolverhampton and the said branch to Stoke Prior aforesaid, on the mixed gauge, so as to be capable of being worked continuously with the Great Western Railway.

I say that the branches of the Oxford, Worcester, and Wolverhampton Railway, that is to say, the three branches respectively authorized to be made by the 33d, 35th, and 36th sections of the "Oxford, Worcester, and Wolverhampton Railway Act, 1845," and the branches authorized to be made by the 16th section of the "Oxford, Worcester, and Wolverhampton Railway Amendment Act, 1846," except the portion of the Stoke Prior branch thereby authorized, cannot be made, inasmuch as the compulsory powers for taking of the lands which would have been required for the construction of the said branches have long since expired, and such lands have not been purchased, and cannot now be purchased without such compulsory powers, and that I am informed and believe that the funds of the Oxford, Worcester, and Wolverhampton Railway Company are very much more than sufficient to complete the main line of the said Oxford, Worcester, and Wolverhampton Railway, and the said Stoke Prior branch being, in fact, the whole of the railway which the said last-mentioned Company was authorized to construct by their Acts of Parliament which can now be constructed through its entire length with a double line of rails on the mixed gauge, so as to be worked continuously with the said Great Western Railway, as well as with other Companies.

Sworn, &c.

Extract from further affidavit of Mr. John Parson, sworn and filed 8th February 1853, in the suit of the Great Western Railway Company *versus* the Oxford, Worcester, and Wolverhampton Railway Company, heard before the Lords Justices.

I, John Parson, &c., &c., make oath and say, that I am informed and believe that if the sum of 250,000*l.* could be raised by the issue of shares under the powers of the Act of Parliament obtained in the last session by the defendants, that sum would be more than sufficient for providing the engines and carriages required for working the line, and the making the deviation in such Act mentioned, and there would be a surplus available for the completion of the undertaking more than sufficient for constructing the line in the manner in which I stated in my former affidavit in this cause it is intended to be ultimately constructed, that is, with a double line of mixed gauge throughout, and I have no doubt that Mr. Thomas, who is now lying seriously ill, and is unable to make an affidavit, concurs with me in this belief.

Sworn, &c.

Note on the part of the Oxford, Worcester, and Wolverhampton Railway Company, in reference to the memorial of the Great Western Railway Company.

The Directors of the Oxford, Worcester, and Wolverhampton Company, do not deem it necessary to enter at length into the various allegations contained in the memorial; they propose to confine themselves to a condensed statement of the proceedings of the Company since the conduct of its affairs was assumed by its present direction, and the intentions of the Board with respect to its future management.

It will be within the knowledge of the Board of Trade, from the records in their department, that in 1849 the Company had exhausted the funds and energies of the then proprietors, but had only half constructed its line, and appeared to be in a hopeless state of insolvency; and the Directors would here recall to the mind of the Board of Trade, that the Great Western Company at that time not only withheld all assistance to the Oxford, Worcester, and Wolverhampton Company, but resisted the mandate of the Board of Trade, which required them to complete the railway in conformity with the obligation they had voluntarily assumed, to induce Parliament to pass the Oxford, Worcester, and Wolverhampton Act.

The Directors of the Oxford, Worcester, and Wolverhampton Company respectfully submit, that the conduct of the Great Western Railway Company throughout, and especially upon that occasion, has not been such as to entitle them to any especial consideration at the hands of the Board of Trade.

It was at this difficult and almost hopeless juncture, that the Board of the Company was remodelled, and the present Directors, in effect, assumed the helm; and they submit, not only that they cannot be fairly held responsible for anything which had theretofore occurred,

but that their conduct since, amidst the difficulties occasioned by the damaged credit of the Company, by the persevering persecution of the Great Western Company, and by the unsettled state of the money market, with which they have been surrounded, has been such as to entitle them to the confidence and support of the Board of Trade.

They found the line only half made, and the Company without money or credit. They found, during the summer of 1851, that they could look for no efficient aid or friendly co-operation from the Great Western Railway Company on terms satisfactory to their proprietors, and it was therefore determined not to rely solely on the broad gauge system in their traffic arrangements. The railway was consequently laid out as a mixed gauge line, and they proceeded with all possible expedition to complete the works on the entire railway of sufficient capacity for a double line on the mixed gauge, but to lay down ready for opening one line of mixed gauge rails.

From 1851 to 1853, they had to elect upon which of the two systems of gauge their line should be worked; they found that it would unite at two points only with the broad gauge, and, as they have before stated, that from the previous conduct of the Great Western Company, as well as from its line forming a competing communication between Oxford and Wolverhampton, there was little assistance to be anticipated from that quarter, whilst with the narrow gauge lines their railway would be connected at several different points;* they also found that there was every reason to expect a friendly co-operation with the several narrow gauge Companies, and they therefore decided, and they submit most properly, whether regard be had to the interest of their proprietors or the general convenience of the public, to work their line on the narrow gauge system.

By this time (the summer of 1853,) it became apparent that the additional capital which had been raised at great sacrifices and under extreme difficulty, would not suffice to enable them to complete a second line of mixed gauge, and as they had arranged their sidings and stations for, and commenced to run their trains on the narrow gauge, they naturally, and it is submitted, properly, proceeded to expend their remaining capital in laying down a portion of the second line of narrow gauge rails, but with the ultimate intention, unless relieved therefrom by parliamentary or other provision, of laying down also, when so enabled, a second line of broad gauge rails; and they here take occasion to disclaim the statement attributed to Mr. Roundell Palmer, which was certainly made without their authority.

Having thus completed one line of mixed gauge, and a portion of a second line of narrow gauge, with incomplete stations and arrangements for working on the narrow gauge system, the Directors again find themselves harassed by inadequacy of funds for further works; but with a small revenue, and credit with which to raise further capital, sufficient, if time be granted to them, to complete their narrow gauge line and arrangements, as well as the second line on the mixed gauge. If their funds are applied as the Directors wish to apply them, viz., to complete a further portion of their second line of narrow gauge, to complete their stations and their sidings into the great mineral districts, increased accommodation will be afforded to the public, and also increased revenue to the Company, which will obtain increased credit so as to enable them to raise the remainder of the capital requisite for the second line of broad gauge rails; if, on the other hand, their funds are now applied to the completion of the second line of broad gauge, both systems will be so imperfect as to render the additional outlay useless to the public and entirely unproductive to the Company; and its credit and resources will be so damaged as to leave them but a remote prospect of being able to complete both gauges on a proper scale.

The Directors insist that their policy has been throughout consistent, prudent, and proper, and has hitherto been eminently successful. It has resuscitated the Company from the verge of ruin; it has placed it in a position to be to some extent useful to the public and profitable to the Company, and to afford a reasonable prospect, if they are left to work it out unharassed by the litigation to which they have been subjected by the Great Western Company, of the undertaking in its integrity being ere long completed.

All these matters are respectfully submitted to the consideration of the Board of Trade, in the full confidence that they will exercise the extensive powers vested in them with due regard to the rights and equities of the parties, and for the good of the public.

In the matter of the Oxford, Worcester, and Wolverhampton Railway.

My Lords, 3, *Whitehall Place, March* 20, 1854.

We have the honour to hand to your Lordships a further memorial from the Great Western Railway Company, on the subject of the completion of the broad gauge on the above railway, to which we beg to solicit the favour of your Lordships' earliest attention.

We are, &c.

W. O. and W. Hunt and Elsdale.

The Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations.

---

* There are ~~now eleven narrow-gauge junctions~~ authorized.

References under Special Acts.

Appendix No. 71

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

To the Right Honourable the Lords of the Committee of the Privy Council for Trade and Foreign Plantations.

The humble Memorial of the Great Western Railway Company showeth,

That on the argument of the motion made on behalf of Her Majesty's Attorney-General before the Master of the Rolls, on the eleventh day of March instant, for an injunction on the information filed against the Oxford, Worcester, and Wolverhampton Railway Company, the Solicitor-General, who appeared in support of the motion stated: "Your Honour will be struck throughout these affidavits (meaning the affividavits filed by "the Oxford, Worcester, and Wolverhampton Railway Company, in opposition to the "motion), with the observation that they (meaning the said Company), do not state in any "way whatever their intention to complete the sixth rail (meaning the broad gauge rail on "the second line of narrow gauge rails), or that they mean to do anything to supply the "defect in their line of rails."

That Mr. Roundell Palmer, who appeared as counsel for the said Oxford, Worcester, and Wolverhampton Railway Company, then said:

"They never do."

Whereupon the Master of the Rolls stated:

"It is quite clear they do not intend."

That Mr. Roundell Palmer added:

"Not the double line, (meaning the double line of broad gauge rail;) they believe themselves to be under no obligation to do so."

To which the Master of the Rolls replied:

"It is quite clear to my mind, that from the time you began to open the Directors of "the Company never did intend to do so."

That this statement of the intention of the Oxford, Worcester, and Wolverhampton Railway Company being directly at variance with what had previously been sworn to be their intention when opposing certain proceedings taken by your memorialists in the Court of Chancery, for the purpose of compelling the said Company to lay down the broad gauge, and to fulfil the obligations imposed on them by the 38th section of the Oxford, Worcester, and Wolverhampton Railway Act, 1845; the Solicitor-General called Mr. Palmer's attention to that fact, and inquired whether he wished to withdraw his observation.

That such statement was not withdrawn or even modified, but on the contrary was persisted in.

That since the last memorial of your memorialists was presented to your Lordships, on the fourteenth day of March instant, your memorialists are informed that the Oxford, Worcester, and Wolverhampton Railway Company have stated to your Lordships that they repudiate Mr. Palmer's said statement, and that he was not authorized from his instructions to make any such declaration.

That your memorialists do not believe that Mr. Palmer would have made such a statement unless it was justified by his instructions, and the more so, as at the time it was made, Mr. Parson, the deputy chairman of the said Company, and Mr. Burchell, their solicitor, were in court in close proximity to Mr Palmer, and heard all that passed between Mr. Roundell Palmer and the Solicitor General without remonstrance or objection.

That your memorialists remind your Lordships, at the recent interview of the deputation of the said Company with your Lordships, at which the Directors of the Great Western Railway Company were present, it was stated, on behalf of the said Oxford, Worcester, and Wolverhampton Company, that even if the broad gauge were laid down on the double line of rails, it was not the intention of the said Company that it should be used.

That the period fixed by Act of Parliament for the completion of the Oxford, Worcester, and Wolverhampton Railway, and after which their powers of construction will cease, is the thirtieth day of June in the present year.

That under these circumstances, your memorialists are apprehensive that the said Oxford, Worcester, and Wolverhampton Railway Company will continue to evade, to the utmost of their power, the fulfilment of the obligation imposed on them by the Legislature, to lay down the broad gauge on their railway, and otherwise comply with the provisions of the 38th section of the said Act of Parliament, to the great detriment and injury of your memorialists, and the interests of the public.

Your Memorialists therefore humbly pray your Lordships, that the necessary instructions may be given to Her Majesty's Attorney-General, to extend the compass of his said information, so as not only to restrain the said Oxford, Worcester, and Wolverhampton Railway Company from working and using the portion of their railway between Evesham and Honeybourne until they shall have laid the broad gauge thereon, but so as to compel the said Company to complete the whole of their said railway with a double line of broad gauge rails throughout, and otherwise in accordance with the provisions of their Acts of Parliament in that behalf.

And your Memorialists, &c.

Railway Department, Board of Trade,
Whitehall, March 29, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter received from Her Majesty's Attorney and Solicitor General, in which they state that, having at their Lordships' request again taken into consideration the question of obliging the Oxford, Worcester, and Wolverhampton Railway Company to complete that railway on the broad gauge, and with reference to facts that have occurred since the date of their opinion of the 18th January last, they think it incumbent on the Board of Trade to intervene for the purpose of ensuring the performance of the Company's Act, and with that object to direct that proper proceedings be taken by the Attorney-General against the Company, and they state that for this purpose, either a new information or possibly an amendment of the old information will be required.

Under these circumstances, I am to request that you will take the necessary steps for instituting such proceedings as the Law Officers of the Crown may deem advisable for the purpose mentioned in their letter; and, if a new certificate under the 7 & 8 Vict. c. 85. section 17, should be required, I am further to request that the notice to be given to the Company under the 18th section of that Act may be prepared and transmitted to this office with as little delay as possible.

I herewith enclose the case and opinion, and the statements referred to in the letter of the Attorney and Solicitor General, which I request may be returned to this office.

I have, &c.

H. R. Reynolds, Esq.
Solicitor to the Treasury.

James Booth,
Secretary.

Treasury, April 1, 1854.

Sir,

With reference to your letter of the 29th ultimo, in relation to certain proceedings to be taken under the advice of the Law Officers against the Oxford, Worcester, and Wolverhampton Railway Company, I beg to enclose a notice which, when signed by the Secretary of the Board, it will be necessary to serve upon the said Railway Company under the 18th section 7 & 8 Victoria, cap. 85.

I have, &c.

James Booth, Esq.
&c. &c.

H. R. Reynolds.

To the Oxford, Worcester, and Wolverhampton Railway Company.

In pursuance of an Act of Parliament made and passed in the session of Parliament commenced in the 7th year and continued in the 8th year of Her present Majesty, intituled "An Act to attach certain conditions to the construction of future railways, authorized or "to be authorized by any Act of the present or succeeding sessions of Parliament, and for "other purposes relating to Railways," the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations hereby give notice to you, the Oxford, Worcester, and Wolverhampton Railway Company, that it appears to the Lords of the said Committee that the provisions of the several Acts of Parliament regulating the said Oxford, Worcester, and Wolverhampton Railway Company, whereby it is provided that the Oxford, Worcester, and Wolverhampton Railway shall be formed of such gauge and according to such mode of construction as will admit of the same being worked continuously with the Great Western Railway have not been complied with on the part of you, the said Oxford, Worcester, and Wolverhampton Railway Company, and that you the said Oxford, Worcester, and Wolverhampton Railway Company have acted and are acting in a manner unauthorized by the provisions of the Acts of Parliament relating to such railway and in excess of the power given and objects defined by the said Acts, by constructing the said railway with a double line of rails on the narrow gauge without first constructing or at the same time constructing and laying down a double line of rails on the broad gauge, and by continuing to expend the funds of the said Company in constructing the said Railway with a double line of rails throughout on the narrow gauge and at the same time failing to make such provision as will ensure the completion of the said Railway throughout as a double line on the broad gauge within the period limited by Parliament for the completion of the said Railway and the works connected therewith, and that it is the intention of the Lords of the said Committee at the expiration of twenty-one days after the giving of the present notice to certify the same to Her Majesty's Attorney-General, to the intent that the said Attorney-General may take such proceedings at law or in equity as he shall think proper in the premises.

Signed by order of the Lords of the said Committee the 1st day of April 1854.

(Signed) James Booth,
One of the Joint Secretaries to the said Committee.

Railway Department, Board of Trade,
Whitehall, April 1, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to return to you the notice enclosed in your letter of this day's date, to be given to the Directors of

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

the Oxford, Worcester, and Wolverhampton Railway Company, signed by the direction of their Lordships, in order that it may be served, under your instructions, pursuant to the Act 7 & 8 Vict. c. 85, s. 18.

I am, &c.

H. R. Reynolds, Esq. JAMES BOOTH.
Treasury.

Oxford, Worcester, and Wolverhampton Railway,
SIR, *29, Great George Street, Westminster, April 5*, 1854.

I AM desired to transmit to you the accompanying memorial under the corporate seal of this Railway Company, and to request the favour of your laying it before the Lords of the Committee of Privy Council for Trade.

I am, &c.

James Booth, Esq., NOEL THOS. SMITH,
&c. &c. *Secretary.*

To the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

The humble Memorial of the Oxford, Worcester, and Wolverhampton Railway Company, under their common seal, showeth,

THAT on the first of this instant April a document purporting to be signed by order of your Lordships was forwarded to the Secretary of our Company.

That such document recites that it appears to your Lordships that certain of the provisions of our several Acts of Parliament have not been complied with on our parts, and that we have acted and are acting in a manner unauthorized by the provisions of the Acts of Parliament relating to our railway, and in excess of the power given and objects defined by the said Acts by constructing our said railway with a double line of rails on the narrow gauge, without constructing or at the same time constructing and laying down a double line of rails on the broad gauge, and by continuing to expend our funds in constructing our said railway with a double line of rails throughout on the narrow gauge, and at the same time failing to make such provision as will ensure the completion of the said railway throughout as a double line on the broad gauge, within the period limited by Parliament for the completion of our said railway and the works connected therewith; and that it is the intention of your Lordships, at the expiration of twenty-one days after the giving of the same document, to certify the same to Her Majesty's Attorney-General, to the intent that the said Attorney-General may take such proceedings at law or in equity as he shall think proper in the matter.

That ever since the resumption by us of the works on our railway in the year one thousand eight hundred and fifty-one, after the refusal of the Great Western Railway Company to comply with the provisions of our Act of Incorporation, and with the order of your Lordships to complete our railway and works made upon them in pursuance thereof, we have made and are still making every exertion to complete the same within the times and according to the manner prescribed by the several Acts of Parliament affecting our railway.

That during the whole of this period we have been subjected to unceasing and harassing litigation at the hands of the Great Western Railway Company, not confined to courts of equity, but extending also to parliamentary committees.

That the effect of this litigation has been to entail on us great expense, to raise against us much prejudice, and seriously to impede our efforts to complete our line.

That during the very last sittings of the Equity Courts a cause has been partly heard before Vice-Chancellor Kindersley, in which the Great Western Railway Company are the complainants and we are the defendants, and in which, among other things, the very question which your Lordships raise are distinctly in issue, the prayer of the bill being in part as follows:—"That the defendants may be restrained from constructing or expending "any of their capital in constructing a second line of rails on the narrow gauge on any part "of their line south of Evesham, until they should have constructed a double line of rails "on the broad gauge throughout the whole extent of their line:" and "That at all events "they may be restrained from proceeding in the construction of a second line of rails on "the narrow gauge on their railway south of Evesham, unless they shall at the same time "proceed with the construction of the second line of rails south of Evesham on the broad "gauge."

That this cause would have been concluded before vacation, but that on Saturday March the twenty-fourth the Great Western Railway Company, by their counsel (Her Majesty's Solicitor-General), without the concurrence of your memorialists, applied to the Court for and obtained a postponement of it until the following Tuesday, when, after the case for the Great Western Railway Company was finished, the Vice-Chancellor, in consequence of the termination of the sittings, postponed the further hearing until next term, although we, by our counsel, applied to him that it might be allowed to proceed and be decided in the vacation.

That but for this proceeding on the part of the Great Western Railway Company we should already have obtained a judicial decision upon the various Acts of Parliament relating to our railway, and should have known certainly what are the rights and obligations of all parties with respect to the matters mentioned by your Lordships.

That this decision must be given early in the ensuing term, and in fact sooner than any which can be obtained in any suit by the Attorney-General.

That the judgments and opinions expressed by the Courts in the suits which have been in issue during the last three years, warrant us in confidently submitting to your Lordships that the construction of a single line of broad or mixed gauge will satisfy all the requirements of our Acts; but we nevertheless desire it to be understood that, if time be allowed us, we shall, as we have always intended, complete a double line of broad gauge as well as a double line of narrow; and as a proof of our intentions on this subject, we beg to refer you (as respects the past) to the fact that, since February 1852, we have laid down more than 100 miles of rails on each gauge, the quantity laid on the broad gauge slightly exceeding that laid on the narrow, and (as respects the future) to the last report of our Directors to their Proprietors, a copy of which we transmit herewith, and we venture respectfully to traverse the allegation "that we are failing to make such provision as will ensure the "completion of the said railway throughout on the broad gauge within the period limited "by Parliament for the completion of the railway and works connected therewith;" but, on the contrary, we respectfully submit that we are proceeding to make the only provision that will ensure the completion of the said railway and works connected therewith, as will appear from the said report.

That whatever may be the strict legal interpretation of the various Acts of Parliament affecting our railway, we desire to submit to your Lordships whether it will be for the public advantage within the meaning of the 17th section of the Act for the regulation of railways, that we should be restrained from constructing our said railway with a double line of rails on the narrow gauge, without first constructing, or at the same time constructing and laying down, a double line of rails on the broad gauge.

That under these circumstances, the issue of the threatened certificate would entail unnecessary expense upon us, and render it more difficult for us to carry out the provisions of our various Acts of Parliament.

Your memorialists therefore humbly represent the inutility and hardship of any proceedings on the part of your Lordships pending the present suit; and they humbly pray that your Lordships, taking these matters into your consideration, will instruct your secretary to recall the document which we have received from him. (L.S.)

Oxford, Worcester, and Wolverhampton Railway,
29, *Great George Street, Westminster, April* 7, 1854.

Sir,

I beg to enclose herewith two copies of the last half-yearly report of the Directors of this railway to the proprietary, which should have accompanied the memorial enclosed with my letter to you dated the 5th instant.

I have, &c.
Noel Thos. Smith,
Secretary.

James Booth, Esq.
&c. &c.

Treasury, April 17, 1854.

Sir,

I beg to enclose, for signature by one of the secretaries of the Board of Trade, a certificate to Her Majesty's Attorney General as to further proceedings to be taken against the Oxford, Worcester, and Wolverhampton Railway Company.

I am, &c.
W. B. Reynolds.

James Booth, Esq.
&c. &c.

To the Right Honourable the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations.

The humble memorial of the Oxford, Worcester, and Wolverhampton Railway Company, under their common seal, showeth

That in the beginning of last year your memorialists had nearly completed the formation of the line for their railway, and were proceeding as rapidly as their funds would permit, to lay down thereon the rails, and had nearly completed, inter alia, a single line of rails upon the mixed gauge between Wolvercot and Worcester.

That in the cost of their works your memorialists had in a great measure exhausted all their available capital, and although your memorialists possessed Parliamentary powers to raise further money by the creation of new shares, yet their credit, by reason of the delays, difficulties, and expenses in which the Company had been involved for a series of years, was such as not to enable them to create such shares, unless with a preference or priority in payment of dividend over the original share capital of the Company attached thereto, which your memorialists under the then existing powers had no authority to attach.

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

That your memorialists, under these circumstances, introduced in the last session of Parliament a bill into the House of Commons to authorize them (inter alia) to attach to certain capital, which they were by "the Oxford, Worcester, and Wolverhampton Railway Extensions Act, 1852," authorized to raise, a preference or priority in payment of dividend over the original share capital of the Company.

That such bill, after full consideration by a Select Committee, passed the House of Commons without any restrictions or penalties being imposed therein, except such clauses as under the standing orders of the House were required to be inserted in every bill relating to new works.

That such bill was in due course carried up to the House of Lords, when the chairman of the Committee of that right honourable house considered it expedient that some provision should be inserted therein to secure the completion of a second line of rails between Wolvercot and Worcester, within a certain period then specified by his Lordship.

That your memorialists represented to the noble chairman of committees that although it was their intention, so soon as they could obtain the requisite funds, to lay down and open for public traffic an additional line of rails between Wolvercot and Worcester, yet that any clause requiring them so to do by a specified period might subject them most undeservedly to pains and penalties, inasmuch, as if the then unsettled state of Europe should eventuate in a war, it would not be possible for them to raise the additional capital required, and consequently not possible for them to comply with the requirements of the Act.

That, nevertheless, the noble chairman of committees considered some provision expedient, and although he regarded the contemplated contingency as very unlikely, he yet admitted it to be right that some provision should also be made for your memorialists' relief in that event, and accordingly the following clause was settled and inserted with the consent of your memorialists.

"That, the Company shall, and they are hereby required to lay down and open for public traffic, an additional line of rails upon that part of their line of railway between Wolvercot and Worcester, upon which a single line of rails only has been laid, and if the Company fail within eight months after the passing of this Act, or within such further time as shall be allowed by the Board of Trade as herein-after mentioned, to lay down and open for public traffic such additional line of rails, the Company shall forfeit to Her Majesty the Queen the sum of fifty pounds for each and every day after the time so limited or allowed, during which default shall be so made until such additional line of rails shall have been laid down and opened as aforesaid, and the said penalties shall be recoverable from the Company by the Attorney-General by action, suit, or other legal proceeding (as the case may require) in any court of competent jurisdiction: provided always, that it shall be lawful for the Board of Trade, upon application by the Company, and upon reasonable and sufficient cause shown to the said Board, to allow the Company such further time beyond the said period of eight months, for the providing of the additional lines of rails upon the said portion of railway or any part thereof as such Board may think proper, not however exceeding the period for the completion of the railway limited by the Oxford, Worcester, and Wolverhampton Railway (Extension of Time) Act, 1852."

That the said Act of Parliament, with such clause therein, received the Royal Assent on the 20th of August last.

That the distance from Wolvercot to Worcester is 54 miles.

That one line of rails for that distance has been from time to time in portions completed and opened for public traffic under the sanction of your Lordships, and that the last portion thereof was completed and opened under such sanction, on the 4th day of June last.

That your memorialists have proceeded since the passing of the Act, and in compliance therewith, as rapidly as money could be obtained for the purpose, with the laying down of the additional line of rails required between Wolvercot and Worcester, and have completed such additional line between Wolvercot and a point beyond Handborough, a length of five and a quarter miles on the mixed gauge, and between Worcester and Chipping Campden, a length of 24 miles or thereabouts on the narrow gauge, making together nearly 30 miles laid down of an additional line of rails upon that part of the line of railway between Wolvercot and Worcester.

That the funds of your memorialists have become exhausted, and they have attempted to avail themselves of the powers of the said Act, and to raise further money by the creation of new shares, with a preference or priority in payment of dividend attached thereto, but by reason of the anticipated war with Russia, they have not succeeded in obtaining an adequate amount of capital to enable them to proceed with the laying down the additional line of rails with sufficient expedition to enable them to complete it within the time limited.

That the difficulty in raising the capital on such shares has been enhanced by the harassing litigation to which they have been subjected at the instance of the Great Western Company, and by the refusal of your Lordships to sanction the use of the second line of narrow gauge rails on part of their line, whereby the receipts from the traffic on their line have been curtailed, and their credit damaged.

That your memorialists have made, and are still making, every effort to enable them to raise the requisite capital, and they are further trying to enter into contracts, upon a system of deferred payments, for the labour and materials necessary to comply with their obligation.

That the present condition of the money market, and the depressed position of your memorialists stock render this a difficult operation, but they nevertheless hope that if they are allowed such further time as may be necessary for the purpose, they shall be able to complete within a reasonable period the further portion of the additional line of rails between Wolvercot and Worcester.

That the imposition of the penalty contained in the clause, would, it is submitted, tend to no useful result, so far as the public advantage is concerned, whilst on the contrary it would, under the circumstances, be an act of peculiar hardship and injustice to the Company, and embarrass them greatly in the efforts they are making to carry out the object of the Legislature.

That the period of eight months from the passing of the Act will expire on the twentieth instant.

Your Memorialists, therefore, respectfully make application, upon as they submit reasonable and sufficient cause shown to your Lordships, to allow your memorialists such further time beyond the said period of eight months, for the providing of the additional line of rails upon the said portion of railway or some part thereof, as your Lordships may think proper.

Noel Thos. Smith. (L.S.)
Secretary.

17th April 1854.

47, *Parliament Street, Westminster,*
April 17, 1854.

Sir,

I am this day instructed to request the honour of another interview with the President of the Board of Trade, that I may report to him the results of the various deliberations of the London and North Western, and Oxford, Worcester, and Wolverhampton Directors, on the suggestions made by the President at the interview on the 7th instant.

I am, &c.
William Burchell.

Captain Galton, R.E.
&c. &c.

Memorandum.

The proposition invited at the conference with which I was lately honoured at the Board of Trade, was to embrace two separate points: first, an assurance as to the period at which the second or up line of broad gauge rails on the Oxford, Worcester, and Wolverhampton Lines would be completed; and next, an arrangement for the interchange of traffic between that line and the Great Western Railway.

The first point involves a question of great difficulty. It is one purely of finance, not of intention.

The Directors have not the funds at their command necessary to defray the expense of the second line of broad gauge rails, nor will they be in a position to raise them, until, by an increased revenue, they shall be placed in better credit.

Their primary object, therefore has been, and must continue to be, to augment their receipts, which can alone be effected by affording additional facilities for traffic on their railway. The limited expenditure within their present means must consequently be directed, in the first instance, to the extension of the narrow gauge arrangements upon which their line is now worked; but, subject to this imperative claim, the Directors will undertake to devote their available funds to the completion of the mixed gauge up line, and to spare no exertion or reasonable sacrifice to raise additional capital at the earliest period. Should, however, the Great Western Railway Company, in compliance with the suggestion of the Vice Chancellor, be willing to advance the requisite funds, the Directors will proceed to lay down the broad gauge rails throughout with all possible dispatch.

With respect to the second point, the Directors had prepared a distinct proposition to be submitted to Mr. Cardwell, but on consulting the London and North Western Directors thereon, they find that it will not be acceptable to that Board.

Under these circumstances, the Directors regret the delay which has occurred in their endeavour to comply with the suggestion of Mr. Cardwell, and can only state that they see no course open to them but to leave all questions touching the use of the respective railways to the provisions of any general Act which may receive the sanction of the Legislature, or to the adjudication of the Committees of both Houses, to which the bill of the Great Western Railway Company now before Parliament will be referred.

Railway Department, Board of Trade,
Whitehall, April 24, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to return to you the enclosed certificate to Her Majesty's Attorney-General with respect to the Oxford, Worcester, and Wolverhampton Railway Company, which was forwarded in your letter of the 17th inst., signed by their Lordships' direction, and bearing date this day.

I am at the same time to forward to you the enclosed copy of an application received by

References under Special Acts.

Appendix No. 71.

Double Gauge.

Oxford, Worcester, and Wolverhampton Railway.

their Lordships from the Oxford, Worcester, and Wolverhampton Railway Company, requesting that the legal proceedings against them may be suspended until the Vice Chancellor shall have delivered judgment in a case now pending between themselves and the Great Western Railway Company, and to request that in laying it before Her Majesty's Attorney-General you would state to him that my Lords have not thought it necessary in consequence of this communication to abstain from issuing their certificate as advised by the Law Officers of the Crown, as it appeared to their Lordships that they would more properly determine what effect, if any, this communication should have on the institution of the proposed proceedings against the Company.

I am to add that my Lords would not be indisposed to grant the delay asked for if it should appear to Her Majesty's Attorney-General that there is no objection to the adoption of such a course.

I am, &c.

The Solicitor to the Treasury, JAMES BOOTH.
&c. &c.

To Her Majesty's Attorney General.

IN pursuance of an Act of Parliament made and passed in the session of Parliament commenced in the seventh year and continued in the eighth year of Her present Majesty, intituled "An Act to attach certain conditions to the construction of future railways, "authorized or to be authorized by any Act of the present or succeeding sessions of "Parliament and for other purposes relating to railways," the Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations, hereby certify to Her Majesty's Attorney General,

That it appears to the Lords of the said Committee that the provisions of the several Acts of Parliament regulating the Oxford, Worcester, and Wolverhampton Railway Company, whereby it is provided that the Oxford, Worcester, and Wolverhampton Railway shall be formed of such gauge and according to such mode of construction as will admit of the same being worked continuously with the Great Western Railway, have not been complied with on the part of the said Oxford, Worcester, and Wolverhampton Railway Company, and that the said Oxford, Worcester, and Wolverhampton Railway Company have acted and are acting in a manner unauthorized by the provisions of the Acts of Parliament relating to such Railway, and in excess of the powers given and objects defined by the said Acts by constructing the said Railway with a double line of rails on the narrow gauge, without first constructing or at the same time constructing and laying down a double line of rails on the broad gauge, and by continuing to expend the funds of the said Company in constructing the said Railway with a double line of rails throughout on the narrow gauge, and at the same time failing to make such provision as will ensure the completion of the said Railway throughout as a double line on the broad gauge, within the period limited by Parliament for the completion of the said Railway and the works connected therewith.

All which the Lords of the said Committee hereby certify to Her Majesty's Attorney-General, to the intent that Her Majesty's Attorney-General may take such proceedings at law or in equity as he shall think proper in the premises.

Signed by order of the Lords of the said Committee, this 24th day of April 1854.

(Signed) JAMES BOOTH,
One of the Joint Secretaries to the said Committee.

47, Parliament Street,
Westminster, April 21, 1854.

DEAR SIR,

IN accordance with the intimation given me this morning, I beg to repeat the request then made on behalf of the Oxford, Worcester, and Wolverhampton Railway Company, that the certificate of their Lordships may be withheld until after the Vice Chancellor shall have pronounced judgment in the pending suit between my Company and the Great Western Railway Company.

The defendants' case has been partly heard, and the cause is to be resumed to morrow, with the understanding that it is to proceed continuously until concluded. Under these circumstances there is reason to hope that the judgment of his Honour may be obtained early in the next week; and as that judgment will, in all probability, materially turn on the construction which the Court may put upon the 38th section of the Company's Act, I venture respectfully to suggest, that the proceedings of their Lordships should be stayed to await the decision of the Court, and afford the Company time thereafter to consider the course to be adopted.

I am, &c.

Captain Galton, R.E. WILLIAM BURCHELL.
&c. &c.

SIR, *Treasury, April* 28, 1854.

I BEG to acquaint you that in pursuance of the directions of your letter of the 24th inst. I submitted a copy of Mr. Burchell's letter of the 21st inst. to the Attorney and

Solicitor General for their opinion, whether it would be proper that the application contained in that letter should be complied with, and I beg leave to enclose a case with their opinion thereon.

Should my Lords concur in the view suggested by the law officers, it will be proper that no time should be lost in signifying to Mr. Burchell their refusal of the application contained in his letter of the 21st inst.

Upon being informed that this has been done I shall give immediate directions for the service of the information.

I am, &c.

James Booth, Esq. W. R. Reynolds.
&c. &c.

Railway Department, Board of Trade,
Whitehall, April 29, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, in reply to your letter of the 21st instant, requesting that they would withhold the certificate to the Attorney-General, relative to the non-completion of the Oxford, Worcester, and Wolverhampton Railway, until after Vice Chancellor Kindersley shall have pronounced judgment in a suit now pending between the Oxford, Worcester, and Wolverhampton Railway Company and the Great Western Railway Company, to inform you that, after communicating with the law officers of the Crown, my Lords regret that it is not in their power to comply with the request contained in your letter.

I am, &c.

W. Burchell Esq. James Booth,
Secretary.

Railway Department, Board of Trade,
Whitehall, April 29, 1854.

Sir,

With reference to your letter of the 28th instant, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a letter which their Lordships have forwarded to Mr. Burchell, intimating that they cannot accede to his request that the legal proceedings against the Company may be suspended until after the Vice-Chancellor shall have delivered judgment in a case now pending between the Company and the Great Western Railway Company.

I am, &c.

H. R. Reynolds, Esq. Douglas Galton,
Captain Royal Engineers.

47, *Parliament Street, Westminster, May* 1, 1854.

Sir,

I have the honour to acknowledge the receipt of your letter of the 29th ultimo, informing me that it was not in the power of the Lords of the Committee of Privy Council for Trade and Plantations to withhold their certificate to the Attorney-General in accordance with my request, which letter, however, did not reach my office until the afternoon of the day succeeding that on which the information founded on such certificate had been filed.

Permit me, in addition, and with the greatest respect, to express my surprise and regret that the law officers of the Crown should have advised and commenced proceedings prior to the delivery of the judgment of the Vice-Chancellor in the cause in which the arguments are already concluded.

I have, &c.

James Booth, Esq. William Burchell.
&c. &c.

Appendix No. 72.

OXFORD, WORCESTER AND WOLVERHAMPTON RAILWAY.

Railway Department, Board of Trade,
Whitehall, August 10, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorial which they have received from certain owners and occupiers of land interested in the proposed crossing of the Chipping Norton and Stow road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

Railway, and to request that you will forward any observations which the Directors of the Oxford, Worcester, and Wolverhampton Railway Company may have to offer thereon.

I am, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

To the Right Honourable the Commissioners for executing the office of the Board of Trade.

The humble Memorial of the undersigned Owners and Occupiers of Land and others interested and using the road herein-after mentioned.

Showeth,—

That by the Oxford, Worcester, and Wolverhampton Railway Act (Chipping Norton Branch) it is proposed to cross on the level an important road of considerable traffic, viz., the Stow and Chipping Norton road in the county of Oxford;

That the safety, as well as the reasonable accommodation, of the public requires that the Company should carry the herein-before mentioned road over the railway by means of a bridge instead of crossing the same on a level;

That the aforesaid road has superseded the turnpike road between Stow and Chipping Norton, and being now the principal thoroughfare between those towns is much used by the public, and that it will be a great hardship to the district generally if the free passage along it should be interrupted by means of a crossing on the level;

Your Memorialists, therefore, humbly pray that your Right Honourable Board will require the said road not to be crossed on a level, and that you will require such clauses and provisions to be inserted in the Act as may effect that object. And your memorialists will ever pray, &c.

Jodrell Leigh, Captain R.N.
Thomas Payne.
Frances Penyston, by Mary Bennett at Miss Penyston's request.
Mary A. Leigh.
Edward Chandos Leigh.
H. P. Cholmondeley.
Edward Rice, Dean of Gloster.
John Talbot Rice.
F. E. Witts.
A. C. H. Morrison.
H. S. Richmond.
H. B. Van Notten Pole.
Thomas Winter.
Jas. Merchand.
Henry Harbidge.
Edm. Reynolds.
Thomas Wilkins.
Edward Lea.
William Lyne.
John Pegler.
Edwin Denby Chemist.
John Bullock.
Richard Phillips.
Wm. Taylor.
William Roff.
Richard G. Francis.
Francis Veal.
John Stokoe.
Thomas Sipping.
Thomas Clift.
R. W. Lane.
Thos. Roff.
Richard Harding.
Jos. Cambay.
Robert Hunter.
Thomas Finch.
Richard Ellis.
Thomas Godwin.
Thos. Cook.
Jabez Apletree.
George Pain.
Thos. Blizard.
John Edwin Jenkin.
James Cox.
Thomas Edginton.
Joseph Sewell.
R. D. Larke.
Jno. Bryan.
Robt. Strong.
James Large.
Charles Fox.
William Mason.
Henry Roff.
Robt. Blizard.
J. Chamberlayne Chamberlayne.
Richard Gillett.
John Johnson.
Saml. Clifferd.
J. W. Harris.
Charles Gardiner.
Wm. Bryan.
Joseph Reynolds.
John Reynolds.
Richard Prosser.
W. C. Prosser.
W. V. Vavasour.
G. B. Hayward.
Richard Stow.
Charles Freeman
John Bowles.
William Bowles.
Thomas Newman.
George Dowman.
Thos. Gardiner.
William Sedgley.
John Large.
James Drew.
Charles & Fletcher.
R. G. K. Brookes.
Robert Potter.
Robert Willifer.
Richard Davis.
J. W. Cornely.
Thomas Bowles.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George-street, Westminster, September 4, 1854.

SIR,

I AM desired by the Board of Directors of this Company to transmit to you, for the information of the Right Honourable the Lords of the Committee of Privy Council for Trade, the accompanying statement with reference to a memorial in your letter of 10th ultimo, as to a proposed level crossing on this Company's Chipping Norton Branch.

I am, &c.

NOEL THOS. SMITH,
Secretary.

Captain Galton, Royal Engineers,
Railway Department, Board of Trade.

OBSERVATIONS in reply to the memorial of certain Owners and Occupiers of Land and others interested and using a certain Road leading from Stow to Chipping Norton, over which a level crossing is proposed to be made by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway.

As to the individuals who have signed the memorial, it should be observed, that at least two-thirds of them live six miles or more from the level crossing in question, and it is believed that a great portion of the memorialists do not pass the spot six times in a year, and that were an average taken of their so passing, it would appear that once a month to each memorialist would exceed the truth.

That there is not the slightest necessity for the memorialists using the road in question, in travelling from Stow to Chipping Norton, inasmuch as the turnpike road between those towns, which is stated in the memorial to have been superseded by the road in question, lengthens the journey only a quarter of a mile; and if the memorialists travelled on horseback (as many of them who are agriculturists and tradesmen usually do) there is a bridle road in general use, by which the level crossing in question is avoided, and which bridle road is nearer than the road over which the railway passes.

That the ordinary traffic over the road in question is greatly exaggerated by the memorialists will appear by the following statement, accurately taken, of the actual traffic on each day of the week, from Monday to Saturday, both days inclusive, between the hours of 6 a.m. and 6 p.m. The days on which the traffic was taken, and which give a fair average of the year, were the 3d, 4th, and 5th of April last, and the 17th, 18th and 19th of August instant. The traffic was taken each way, at the spot where the level crossing is proposed, so that in many instances the same vehicle is counted twice.

On the first day sixteen vehicles passed, of which nine were going to the Addlestrop Station on the main line of the railway, the use of which will of course be superseded by the branch line; and five were carts laden with coal from the same station, and there were four horsemen.

On the second day there were eighteen vehicles, eight of which were going to Addlestrop Station, and five were coal carts from the same station, and three horsemen.

On the third day there were nine vehicles, of which one was going to the station; three coal carts from ditto, and five horsemen.

On the fourth day there were 22 vehicles, of which two were going to the station; eleven were coal carts and waggons to or from the station, and ten horsemen.

On the fifth day there were thirty vehicles, one of which was going to the station, and nine of which were coal carts and waggons to or from the same station; and six horsemen.

And on the sixth day there were 23 vehicles, seven of which were going to Addlestrop Station, and twelve horsemen.

The above statement will give an average per day of about twenty carriages of all descriptions, of which more than one half were going to or from the Addlestrop Station, the use of which by the carriages in question would in almost every instance be superseded by the branch line; and seven horsemen, all of whom, if going to or from Chipping Norton, might travel by the bridle road, which is a shorter distance than the road in question.

From the above observations and statements it will appear that the traffic which may be reasonably expected to pass over the level crossing above referred to will be very insignificant, and not such as to require any other accommodation than a level crossing.

It should be remarked, that the memorial is not signed by a single inhabitant of Chipping Norton, the market town nearest to the level crossing in question. That Chipping Norton has a greater population than Stow, is many miles nearer to the spot than Stow, and that if any inconvenience were likely to be sustained by the level crossing, the inhabitants of Chipping Norton would be much more affected by it than the inhabitants of Stow and its neighbourhood, where the memorialists reside.

NOEL THOS. SMITH,
Secretary to the Oxford, Worcester, and Wolverhampton Railway Company.

September 4, 1854.

Railway Department, Board of Trade,
Whitehall, October 7, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed correspondence, which has taken place on the subject of the proposed level crossing of the road leading from Stow to Chipping Norton by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway.

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

I have also caused to be enclosed the report which was made by an officer of this Board upon this level crossing to the Committee of the House of Commons, to whom the consideration of the Act authorizing this Railway was referred.

I am to request that you will communicate with the several parties concerned, and after an examination of the locality you will report your opinion thereon to their Lordships, in order that they may determine whether they will take any steps in the matter, under the 12th Section of the enclosed Act of Parliament.

I am, &c.

Major Yolland, R.E. DOUGLAS GALTON,
Captain Royal Engineers.

SIR, *December* 18, 1854.

IN compliance with the instructions contained in your letter of the 7th October, I corresponded with the Secretary of the Oxford, Worcester, and Wolverhampton Railway Company, and with the memorialists who addressed the Lords of the Committee of Privy Council for Trade on the subject of the proposed crossing on a level of the Chipping Norton and Stow road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and appointed the 17th October to meet the several parties; but from a delay in the delivery of the letters, I did not meet either on the ground when I made my inspection of the locality on that day. I subsequently again communicated with them, and offered to go once more to the spot, if they were of opinion that there would be any utility in my doing so.

I now enclose communications from Lord Redesdale, the Dean of Gloster, Captain Jodrell Leigh, the Rev. Thomas Winter, together with a second memorial dated 30th October, addressed to the Board of Trade, as a reply to the observations of the Oxford, Worcester, and Wolverhampton Railway Company, dated 4th September; a rejoinder dated 30th November on the part of the Railway Company, and a further statement from the memorialists, together with copies of my replies; and having examined the whole of the documents referred to me, and carefully considered the several statements I have received, I have now the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that it appears from this correspondence,—

1st. That the report of the officer of this department to the Committee of the House of Commons, recommended that the Chipping Norton and Stow road should be crossed on a level, on the representation of the owner of the adjacent property that it would be desirable, and that the traffic would be interfered with if a bridge were erected.

2nd. That the Dean of Gloster stipulated that this road should not cross the line on a level, as the condition on which he refrained from opposing the Bill, and that a strong feeling exists among the residents against a level crossing.

3rd. That Lord Redesdale, the Chairman of the Committee of the House of Lords, states that the permission to cross on a level was obtained on the faith of representations made to him that all the residents preferred a level crossing to a bridge, and that he learnt, when too late to remedy it, that he had been misinformed.

4th. The Oxford, Worcester, and Wolverhampton Railway Company contend that there is so very little traffic on this road as not to require the erection of a bridge; they deny that any such stipulation was made by the Dean of Gloster, and they state that Lord Redesdale assented to a level crossing because he was informed that the Bill must be abandoned if a second bridge was insisted on.

5th. There are no engineering difficulties to contend with in the construction of a bridge, and the sole objection to its erection has reference to the additional cost to which the promoters would be subjected.

Having reference, therefore, to the statements of the Oxford, Worcester, and Wolverhampton Railway Company, I beg to observe that no conclusive rule with respect to level crossings can be arrived at from the question of traffic in connexion with the previous practice on railways, as it is certain there are very numerous instances in which roads are crossed, over or under, by lines of railway, where the traffic on such roads considerably exceeds in some and falls short in others of that existing on the Chipping Norton and Stow road: that it appears certain the Dean of Gloster did stipulate for a bridge, see Mr. Whitcombe's note of the 30th January, in addition to the Dean's own statement, and Mr. Rawlinson's reply of the 11th February, where he declines to pledge the committee of subscribers to the erection of a bridge, but adds, "that the Bill as prepared con-"tains a provision that the line shall cross all or any of the roads either under or over, "by bridge or arch, if thought necessary, and so required by the Board of Trade." That I have no doubt that, whether arising from misapprehension or otherwise, Lord Redesdale was led to believe that the wishes of the residents were in favour of a level crossing in preference to a bridge, and on this ground he consented to the road being crossed on a level; and lastly, that there does not appear to be any doubt but that the residents are opposed to a level crossing, since Mr. Aplin's letter to the Dean of Gloster, dated the 17th July, admits that even the inhabitants of Chipping Norton "were most desirous that the bridge should have been at Cornwell rather than at Bleddington."

Taking the whole of these circumstances into consideration, I am of opinion, that it is necessary for the public safety to carry the road across the Chipping Norton Branch

Line by means of a bridge, and that their Lordships should, under the 12th section of the enclosed Act, take the necessary steps requiring the Oxford, Worcester, and Wolverhampton Railway Company to substitute a bridge for this level crossing.

I have, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

Captain Galton, Royal Engineers,
&c. &c.

Railway Department, Board of Trade,
Whitehall, October 21, 1854.

Sir,

I beg to enclose, for the information of the memorialists who addressed the Lords of the Committee of Privy Council for Trade on the subject of the proposed level crossing of the Stow and Chipping Norton road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, a copy of some observations made by the Directors of the Oxford, Worcester, and Wolverhampton Railway Company on the memorial; and to state that, having inspected the locality on the 17th instant, I shall be prepared to receive any further statement the memorialists may be desirous of submitting on these "observations," and to forward them with my report to the Board of Trade; and if any occasion should arise to render it desirable, I could attend again at Addlestrop, Stow, or Chipping Norton, to meet the memorialists at such time as my other engagements might permit that would be convenient to the memorialists.

I remain, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

Captain Jodrell Leigh,
Broadwell, near Stow, Oxfordshire.

Broadwell House, Morton-in-Marsh,
October 24, 1854.

Sir,

I beg to acknowledge the receipt of your note, dated Birmingham, October 14th, announcing your intention of visiting the locality of the proposed level crossing on the road between Stow and Chipping Norton, on the following Tuesday, 17th; this note, owing to mis-direction, did not reach me till *Wednesday* the 18th, consequently I could take no steps in the matter; your second letter, with its enclosure, reached me yesterday, the 23d instant. I will take the earliest opportunity to lay the matter before some of those who have subscribed the memorial, and I have no doubt that from the *very strong interest* they feel on the subject, no time will be lost in forwarding to you their reply to the observations of the Oxford, Worcester, and Wolverhampton Railway Directors.

I have, &c.
Jodrell Leigh.

To Major Yolland,
Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, October 17, 1854.

Sir,

Chipping Norton Branch, Level Crossing of Stow Road.

I am in receipt *this morning* of your letter dated 14th inst. at Birmingham. The envelope is enclosed to enable you to trace the cause of delay. In case you should have deferred the inspection or have occasion to renew it, I beg to refer you, for all information connected with the proposed level crossing, to Mr. A. L. Rawlinson, solicitor, Chipping Norton.

I am, &c.
Noel Thos. Smith,
Secretary.

Major Yolland, R.E.
Board of Trade.

Board of Trade, Whitehall,
November 4, 1854.

Sir,

Chipping Norton Branch, Oxford, Worcester, and Wolverhampton Railway Level Crossing.

With reference to your letter of the 17th October, I have to state that I have received representations from the Lord Redesdale, the Dean of Gloucester, and the memorialists who are desirous to have a bridge in lieu of a level crossing, to the effect that the permission to cross on a level was obtained by inaccurate statements, and I shall be prepared to show you these representations on Monday next at noon, if you can make it convenient to attend here.

I am, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

N. T. Smith, Esq.

Board of Trade, Whitehall,
November 6, 1854.

Sir,

In accordance with your request, I beg to forward you a copy of a further memorial addressed to the Board of Trade, on the subject of the proposed level crossing of the Chipping Norton and Stow road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, together with a copy of a note to me on the same subject from Lord Redesdale.

I am, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

N. T. Smith, Esq.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, November 7, 1854.

Sir,

I am favoured with your letter of 6th inst., and with copy of the memorial and of Lord Redesdale's letter.

I find that the statement of the Dean of Gloucester is not admitted by the parties who treated with him for the purchase of the land. I must therefore request to be favoured with a copy of the Dean's letters.

I am, &c.
Noel Thos. Smith,
Secretary.

Major Yolland, R.E.
&c. &c.

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverampton Railway.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, November 9, 1854.

Sir,

I am favoured with your letter of the 8th instant and copy of the Dean of Gloucester's two letters, and with thanks I remain, Sir,

Yours, &c.
Noel Tho. Smith,
Secretary.

Major Yolland, R.E.
&c, &c.

Batsford Park, Morton-in-Marsh,
Oct. 25. 1854.

Sir,

I have been requested by some gentlemen who have memorialized the Board of Trade on the subject of a level crossing on the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, to state to you the manner in which the power to do so was obtained from Parliament.

When the Bill came before me in committee, being intimately acquainted with the district, I objected to the level crossings both on the Stow and Chipping Norton and the Kingham roads, the promoters, I may add, at that time proposing to cross every public highway on their line in that manner. They begged so hard, on the ground of expense, that I would insist on a bridge for one only, that I gave way, and selected the Stow and Chipping Norton as being the road of most traffic. On returning home, and further considering the subject, I was satisfied that I ought not to have given way as regarded the Kingham road, the report of the Board of Trade being against permitting a level crossing there; I therefore sent for the agents the next day, and told them that I felt it my duty, *in accordance with my general practice,* to insist on the recommendation of the Board being attended to, and that they must make another bridge at Kingham. They then implored me to allow them to exchange that road for the other, on which the Board had allowed a level crossing, and assured me that, whatever my own opinion might be on the subject, all the inhabitants of the neighbourhood preferred a level crossing to a bridge. On their repeatedly and positively assuring me that such was the fact I gave way, and allowed them to substitute the Stow for the Kingham road in the level crossings clause. If I had known, as I do now, that the neighbourhood generally (with the exception of the subscribers to the line, who wish to save their own pockets) have a strong objection to a level crossing on the road in question, I should never have allowed it to be excepted from the operation of the general law on the subject, for in my opinion the case is one in which any company ought to provide a bridge, and I can see no reason at all for exempting them from their proper liability to provide this accommodation for the public. There are no peculiar difficulties, and nothing to cause more than the ordinary expenditure on such works. If made, the Company will only then afford the public the accommodation of two bridges, public or private, over a line of between four and five miles in length,

I desire that this proceeding on the part of the Company should be brought before the Board in your report, as unquestionably the permission to cross on the level *was obtained by a false statement,* which the agents were instructed by the promoters to make, and in my opinion such practices deserve correction.

I have, &c.
Redesdale.

Major Yolland, R.E.
&c. &c.

Railway Department, Board of Trade, Whitehall,
October 30, 1854.

My Lord,

I have to acknowledge the receipt of your Lordship's note of the 25th instant, on the subject of a proposed level crossing of the Chipping Norton and Stow road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and to state that I will not fail to give your note the attention it merits, and to take care that it is brought before the Lords of the Committee of Privy Council for Trade for their consideration.

I have, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

Oddington, Chipping Norton, Oxon.

Sir,

I take the liberty of troubling you to say there *has been a great mistake as to your letter directed to Captain Leigh.* We expected to meet you to-day, but find *last Tuesday* was the day, and Captain Leigh had *misunderstood you,* and did not receive the letter till a *day ago.* I think it right to explain to you what took place as to the Chipping Norton Railroad, as I think the Chipping Norton people have *behaved very shabbily to me.* Mr. Bliss and Mr. Aplin, of Chipping Norton, called on me, *as Dean of Gloucester,* saying they would cross some land belonging to the *chapter*—about an acre—begging me not to oppose it, as it would *put them to great expense.* I told them they were welcome to the land at a certain price, provided they made a *safe passage over or under the railroad* for the public (as I consider the *passing on a level* to be a *great nuisance* from my own experience at *Gloucester*). Neither *Mr. Aplin nor Mr. Bliss* ever wrote to me again; and when I came home from Gloucester in spring I found the act for the proposed railroad was *passed,* and was to be *crossed,* on the road from Stow to Chipping Norton, *on a level.* They now wish to take my land, but do not attend to the *conditions—that a bridge should be made to make the highway safe.* If you can help us I shall be much obliged to you. I sent Mr. Brooks round to the neighbourhood of Stow with a petition against the *level crossing,* and in a few hours it was signed by 50 or 60 people and sent up to Lord Redesdale. If *he had known* the wishes of the neighbourhood he would not have allowed the Bill to pass the House of Lords in the way now proposed by the Act. Had we known the meeting *was to have taken place most of our neighbours would have attended* on Tuesday last. To-day is Stow fair, and if you had been on the spot you would have seen the number of horses, sheep, and cattle which pass along towards Stow, but none ever go from *Chipping Norton to Cross-hands, and so to Stow,* as there is a turnpike, and it is out of the way, and a *very steep hill at Salford.*

Excuse my giving you all this trouble.

Yours faithfully,
Edward Rice,
Dean of Gloucester.

Oddington, Chipping Norton, Oxon,
October 23.

The Dean of Gloucester presents his respects to Major Yolland. He much regrets that by some mistake he had not the pleasure of meeting the Major yesterday, when it was understood he was to inspect the proposed Chipping Norton Railroad, *where it crosses the high road from Chipping Norton to Stow-on-the-Wold.* Captain Leigh, Mr. Winter, and the Dean had settled to be at the crossing at twelve o'clock, when they received a message that Major Yolland had inspected the road on the *Tuesday preceding, without their being aware of his intention.* The Dean considers that the people of Chipping Norton have dealt *very unfairly with him.* In the

beginning of the year Mr. Aplin, solicitor, of Chipping Norton, and Mr. Bliss, *the principal tradesman of the town* (and one of the largest subscribers to this branch railroad), called on the Dean, and told him he would confer a great favour on them if he would *make no opposition to their plan* of carrying their railroad over part of the property of the Dean and Chapter of Gloucester, as, *if he opposed them it would put them to great expense.* He immediately told them they should *have the land at their own price, as he cared little about the money, provided they made a safe, substantial bridge over the railroad for the use of the public.* The Dean then went to Gloucester, considering the matter settled; but when he returned, in *May*, Mr. Lockwood told him that the Bill *was passed, and that the highway was to be crossed on a level without a bridge.* The Dean then wrote to Mr. Aplin, and complained of his conduct, and wrote also to Lord Redesdale, to say how shabbily he had been treated by Mr. Bliss and Mr. Aplin. Lord Redesdale replied that he wished to have had *two, if not more, bridges,* but was overruled by the statements of the parties concerned, and agreed to *only one bridge, and that at a distance, on a road* which *afterwards* proved to be very little used, namely, from Kingham, a small village, towards *Mr. Langston's estate, he (Mr. Langston) being nearly the sole proprietor of all the land through which the railroad passed.* This is a correct statement. When the Dean heard of what had been done he sent a petition by Mr. Brooks, of Stow, to the inhabitants, which, in the course of an hour or two, was signed by between 50 and 60 of the principal gentlemen, tradesmen, and farmers, which was forwarded to Lord Redesdale, as chairman of the House of Lords, that the Board of Trade might be aware of what had passed. With respect to the Stow and Chipping Norton road, it is one which *has been used by the public for years,* part of the way turnpike, and part through Daylesford and Cornwell, a bye road, but a constant thoroughfare, *without a turnpike;* and on inquiry Major Yolland will find that at all the great fairs quantities of cattle, and horses and carriages, pass along it, *no one thinking of going up to Cross-hands into the Moreton road,* as it is round about, and has a turnpike.

Such is the case as far as it goes. The Dean cannot think of troubling Major Yolland further, but will be happy to give him any information required, or to attend him at any meeting he may appoint, if he is tolerably well and able, for he is an old man. Miss Penyston, the owner of the parish of Cornwell, adjoining this crossing on the railroad, will be the greatest sufferer, as it is her carriage road to Chipping Norton, Oxford, and London, and to all her friends on the Chipping Norton side (if the proposed railroad passes on a level.)

P.S.—If Major Yolland should again want to inspect this road, either the Dean or Miss Penyston would be happy to see him, and those who meet him, either at Cornwell or Oddington, where the dean's house is, within half a mile of Addlestrop Station.

Sir,

Chipping Norton, July 17, 1854.

In reply to your letter, I beg to inform you that the inhabitants of Chipping Norton were most desirous that the bridge should have been at Coomoch instead of Bleddington, as was also Mr. Langston, who exerted himself in every possible way to induce Lord Redesdale not to insist on the bridge being erected at Bleddington, which will be extremely inconvenient to himself, but his Lordship would not consent.

I am, &c.
Weston Aplin.

Rev. Sir,

Board of Trade, Whitehall, October 30, 1854.

I beg to acknowledge the receipt of your two notes on the subject of the proposed level crossing of Chipping Norton and Stow road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and to inform you that the statements therein contained shall receive my especial attention.

You are probably aware, by this time, that I have sent to Captain Jodrell Leigh, for the information of the memorialists who addressed the Board of Trade, a copy of some observations put forward on behalf of the Directors of the Oxford, Worcester, and Wolverhampton Railway Company on the subject matter contained in the memorial, and to which I have no doubt I shall shortly receive a reply.

If I have occasion again to visit Chipping Norton, or the site of the proposed level crossing, I will do myself the pleasure of calling on you.

I have, &c.
W. Yolland,
Captain Royal Engineers, and Bt. Major.

The Dean of Gloucester.

Sir,

Daylesford Rectory, near Chipping Norton, October 30, 1854.

I have been requested by Captain J. Leigh, R.N. to forward the enclosed memorial to you, with a request that after perusing it you will have the goodness to present it to the Lords of the Committee of Privy Council for Trade, as a reply to the observations of the Oxford, Worcester, and Wolverhampton Railway Directors, on the former memorial presented by the present memorialists in August last.

I have, &c.
Thomas Winter.

To Major Yolland, Royal Engineers, &c. &c. &c.

Sir,

Railway Department, Board of Trade, Whitehall, October 31, 1854.

I beg to acknowledge the receipt of your note of yesterday's date enclosing a further memorial, addressed to the Lords of the Committee of Privy Council for Trade, on the subject of the proposed level crossing on the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, which shall be duly forwarded as you desire.

I have, &c.
W. Yolland,
Major Royal Engineers.

The Rev. Thomas Winter, Daylesford Rectory.

To the Right Honourable the Commissioners for executing the Office of the Board of Trade.

The undersigned memorialists beg leave to present to the Lords of the Committee of Privy Council for Trade, the following remarks in answer to certain observations addressed to your Lordships by the Directors of the Oxford, Worcester, and Wolverhampton Railway, in reply to a memorial presented to your Right Honourable Board in August last, by certain owners and occupiers of land, and others interested in and using a certain road leading from Stow to Chipping Norton, over which a level crossing is proposed to be made by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway.

1. That the distance from the level crossing at which any of the memorialists reside is perfectly immaterial; the question is, whether they are in the habit of travelling on the road; many of them are in the almost constant practice of doing so, others very frequently, all occasionally. The statement of the Directors as to

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

the average number of memorialists passing the spot is a mere gratuitous assertion, and quite contrary to the fact.

2. Their statement, "that there is not the slightest necessity for the memorialists using the road in question in travelling from Stow to Chipping Norton," and the reasons given for that statement, are also contrary to the fact. The turnpike road lengthens the distance much more than a quarter of a mile; it is also much more hilly, and entails the expense of a turnpike on the traveller; and your memorialists most positively affirm that the road in question has wholly superseded the turnpike road; and it is well known, that at one time it was seriously contemplated to apply to Parliament for power to make it a turnpike road, on account of the whole traffic between Stow and Chipping Norton having been diverted from the old turnpike road into it. With respect to the bridle road, the use of *that* also makes it necessary to pay a turnpike; it is moreover a very bad road in winter, and at times impassable through floods; and it is not true that agriculturists and tradesmen travelling on horseback generally use it.

3. As to the ordinary traffic, your memorialists deny that they have at all exaggerated it; and they do not admit that the six days traffic, as taken by the Railway Company, is a just criterion, or gives a fair average of the year. They observe that the time selected for the purpose is that in which agriculturists are most busy, viz., the seed time and harvest; and they must remark, that there are at least 12 fairs annually at Chipping Norton (not to mention those of Stow) to which many sheep and cattle are frequently sent by farmers in the neighbourhood of Stow, and other places adjoining the road in question, all of which must pass over the proposed level crossing; and they submit, that to persons attending such fairs or the markets, as well as to the public generally, it would offer a serious obstruction.

4. With respect to the memorial not being signed by any inhabitants of Chipping Norton, your memorialists would observe, that there was no time to lay it before them. Your memorialists were utterly ignorant, until after the Bill had gone through the Committee in the House of Lords, that a level crossing was contemplated. As soon as it became known they did not lose a moment in addressing your Right Honourable Board. Almost all the signatures were obtained in one day, and but for the necessity of dispatching the memorial without delay they would have been doubled. But your memorialists are assured that it is *the wish of many of the inhabitants* of Chipping Norton that the road should be bridged,—and one of the subscribers, the Dean of Gloucester, has received a letter from a resident there, and a promoter of the branch line, stating this to be the fact.

5. Your memorialists desire most respectfully and earnestly to impress upon your Right Honourable Board, that the consent of Parliament to the level crossing was obtained by unfounded statements before the Committee of the House of Lords made by the agents of the promoters, that the inhabitants of the neighbourhood *preferred* a level crossing, and that *no one had asked* for a bridge, though the Dean of Gloucester stipulated for one (as the condition of his consenting to the Railway passing through land belonging to the Chapter,) with two of the principal promoters, who waited on him to obtain his sanction.

For the above reasons your memorialists submit that it is a great hardship that the public should be obstructed in the use of a long-established road, and denied the reasonable accommodation of a bridge over the railway, in order to make the Chipping Norton Branch Line a little cheaper—a work of mere local interest and advantage; and they humbly pray your Right Honourble Board to direct the said road not to be crossed on a level.

Frances Penyston, Cornwell.
Edward Rice, Dean of Gloucester.
William Wiggin, Rector of Oddington.
C. van Notten Pole, Wyck-hill.
Thomas Winter, Rector of Daylesford.
William Polhill, Broadwell.
Robert William Hippisley, Stow.
J. Chamberlayne Chamberlayne.
W. B. van Notten Pole, Rector of Upper Swell and Condicotes.
R. Waller, Rector of Bourton-on-the-Water.
Jodrell Leigh, Capt. R. N., Broadwell-House, Morton-in-Marsh.
Charles R. Rushout, Seginton and Donnington.
David Royce, Vicar of Lower Swell.
Richd. Davis, Oddington.
Henry Harbidge, Donnington.
Richard Mason, Stow.
John Bennett, Little Rissington.
Wm. Bryan, Lower Slaughter.
J. Rose, Broadwell.
Robert Beman, Broadwell.
Charles Bubb, Bourton-on-the-Water.
Grainger Forty, Mangersbury.
George Charles, Naunton.
Thomas Hambidge, Wyck Rissington.
Charles Fletcher, Stow-on-the-Wold.
Edward Wood, Whittington.
George Pardington, Winchcomb.
Richard Ellis, Stow.
Anthony Shattoro, Upper Slaughter.
Thomas Cook, Upper Swell.
John Bullock, Naunton.
Robert Comely, Naunton Downs.
Truby W. Perry, Eyford.
John Johnson, Stow-on-the-Wold.
Charles Gardiner, Upper Swell.
J. W. Comeley, Oddington.
Edm. Reynolds, Mangersbury.
James Merchant, Lower Swell.
John Bullock, Stow-on-the-Wold.
Edwin Denby, Stow-on-the-Wold.
Leonard Hambidge, Icomb.
James Webb, Wyck-hill.
H. Akerman, Wich Bissington.
Edward Lew, Upper Slaughter.
Jabez Apletree, Union Hotel, Stow-on-the-Wold.
Thomas Clift, Stow-on-the-Wold.
J. W. Harris, Upper Swell.
R. Wheeler, Bourton-on-the-Water.
Richard Prosser, Lower Slaughter.
W. C. Prosser, Lower Slaughter.
Thomas Yearp, Lower Slaughter.
Thomas Gardner, Lower Slaughter.
William Wells, Bourton-on-the-Water.
Joseph Bryan, Slaughter Farm.
Thomas Lucas, Bourton-on-the-Water.
Henry Ramsay Collins, Bourton-on-the-Water.
Thomas Wilkins, Bourton-on-the-Water.
William Wilkins, Bourton-on-the-Water.
Thomas Palmer, Bourton-on-the-Water.
Thomas Newman, Mangersbury.
Richard Gillett, Mangersbury.
George Dowman, Stow-on-the-Wold.
Francis Veal, Stow-on-the-Wold.
Joseph Forty, Stow-on-the-Wold.
John Stoken, Stow-on-the-Wold.
R. D. Larke, Stow-on-the-Wold.
John Bryan, Stow-on-the-Wold.
E. Hayward, Stow-on-the-Wold.
William Mason, Stow-on-the-Wold.
James Cox, Stow-on-the-Wold.
Richard G. Francis, Stow-on-the-Wold.
Thomas Fipping, Stow-on-the-Wold.
John Bowles, Daylesford.
Thomas Gardiner, Stow-on-the-Wold.
Henry Roff, Stow-on-the-Wold.
Thomas Roff, Stow-on-the-Wold.
Richard Harding, Stow-on-the-Wold.
Charles Fox, Stow-on-the-Wold.
Thomas Blizard, Stow-on-the-Wold.
R. E. Day, Stow-on-the-Wold.
John Handy, Stow-on-the-Wold.
John E. Jenkins, Stow-on-the-Wold.
George Pain, Stow-on-the-Wold.
R. G. K. Brookes, Stow-on-the-Wold.
James Rose, Broadwell.
William Gillett, Evenlode.
Thomas Cluff, Evenlode.
Charles Freeman, Addlestrop.
Richard Stow, Addlestrop.
Robert Willifer, Addlestrop.
John Pegler, Mangersbury.
Thomas Bowles, Daylesford.
William Bowles, Daylesford.
Harman Grisewood, Daylesford House.
The Dowager Lady Leigh, Addlestrop House.
W. F. Vavasour, Slaughter Manor House and Broadwell.

Chipping Norton Branch—Level Crossing of Chipping Norton and Cornwell Road.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George Street, Westminster, Nov. 30, 1854.

Sir,

I have the honour to enclose herewith, by direction of the Board of Directors of this railway, three statements in reply to the memorial, and to the letters of the Lord Redesdale and the Dean of Gloucester, with copies of which you favoured me three or four weeks ago.

I am, &c.
Noel Thos. Smith,
Secretary.

Major Yolland, R.E.
&c. &c.

Observations of the Promoters of the Chipping Norton Branch Railway in reference to a Second Memorial presented to the Board of Trade by certain Persons desiring to compel the Erection of a Bridge over the Line where it crosses the Chipping Norton and Cornwell Road.

Paragragh 1 of Memorial.

Notwithstanding the statement at the beginning of this paragraph, it is confidently believed by the promoters that a great majority of the memorialists are only occasionally in the habit of using the road in question, and some hardly ever. Whether the distance at which the memorialists reside from the crossing is material or otherwise, appears to the promoters to be entirely for the opinion of the Board of Trade, and not to be dogmatically decided either by the memorialists or the promoters. The latter, therefore, merely observe that to this second memorial, also, they do not find appended the name of a single individual residing at Chipping Norton, or on the Chipping Norton side of the railway, although it is obvious that if the level crossing is likely to be inconvenient, it will be at least as much so to residents at and near Chipping Norton as at and near Stow-on-the-Wold, which is so much farther from the crossing.

The denial of the memorialists of the correctness of the statement formerly made as to the average number of the original memorialists passing the spot does not, by any means, alter the promoters' opinion of the correctness of their formerly-expressed opinion, which they still confidently believe to be true.

Paragraph 2 of Memorial.

The former statement of the promoters, that there is no necessity for using the road in question in travelling from Stow to Chipping Norton, is not contrary to the fact, as stated by the memorialists, but perfectly true. The two roads have now been measured, and the difference in distance is found to be one furlong and five chains, or less than a quarter of a mile. Both roads are hilly, but a part of the turnpike road is steeper than the other. The promoters deny that the turnpike road has been *entirely* superseded by the other; it has so in a great measure, but the promoters believe that this has been caused quite as much by a desire to avoid paying toll as on account of the hill or distance. Whether such an object is one which the Board of Trade would feel inclined to look favourably upon is for their consideration. The bridle road is very seldom flooded so as at all to interfere with the traffic; it is considerably shorter than the other road, and would be always used but for the object of avoiding the toll.

Paragraph 3 of Memorial.

The promoters firmly believe that the six days' traffic taken by them were quite a fair sample of the ordinary traffic now passing over the road in question, and that it will be so found to be if it is taken again. They deny that the time when it was taken was *selected* by them. It was taken at the times when information on the point was required, without the slightest reference to the season of the year, or the slightest intention or idea that the times fixed would favour their views. They also believe that the traffic will be very much lessened as soon as the branch is open. There are fairs at Chipping Norton, it is true; but the promoters are not aware that it is differently situated in that respect than any other market town.

Paragraph 4 of Memorial.

The promoters know of no inhabitant of Chipping Norton who wishes for a bridge, but, as no name is given, they are unable to inquire into the truth of the statement that one individual has so expressed himself.

Paragraph 5 of Memorial.

The charge that "the consent of Parliament to the level crossing was obtained by unfounded statements "made before the Committee of the House of Lords by the agents of the promoters, that the inhabitants of "the neighbourhood preferred a level crossing, and that no one had asked for a bridge," the promoters wholly deny. They know not whether, by the term "agents, is meant the London solicitor who conducted the Bill through Parliament, or any clerk or clerks from his office, or the parliamentary agents employed by the London solicitor, but if the person or persons who are said to have made such a statement can be identified, the promoters are quite willing to make inquiry for the purpose of ascertaining what really was said, and report the result to the Board of Trade. If any one did say that *no one* had asked for a bridge, it was a statement unauthorized by the promoters; but if the statement was (as the promoters think probable) that *only one* individual had expressed such a desire, it was quite in accordance with the fact. The Dean of Gloucester being then the only person who had asked for a bridge, and that request being made (as the promoters then understood) on behalf of Miss Penyston, and not of himself.

The promoters, however, altogether deny that the Dean *stipulated* for a bridge as a condition for his consent to the line passing over the Chapter land; on the contrary, the two gentlemen who had the interview with him on the subject both positively affirm that he consented to the land being taken, and the price offered before the question of the bridge or level crossing was mentioned, and that when it was afterwards discussed they stated plainly that they hoped to get the line sanctioned without any bridge at all.

The promoters, in conclusion, will merely refer the Board of Trade to the case of the level crossings on the Buckinghamshire junction line over the Oxford and Woodstock and Oxford and Banbury turnpike roads, upon each of which there must be many times the amount of traffic passing more than what passes over the road in question, and the trains passing over that line must be greatly more numerous than those which can be expected on this little branch. Surely, therefore, if the Board of Trade think it necessary to compel a bridge here, they will not omit also to require bridges in the cases alluded to, and in numerous other cases all over the kingdom where (as the Board of Trade must be well aware) the inconvenience of level crossings is so much greater than it ever can be here.

In reply to the letter addressed by the Dean of Gloucester to Major Yolland, Messrs. Bliss and Aplin give the following explanation:—

Mr. Bliss and Mr. Aplin were deputed by the Chipping Norton Committee to wait on the Dean of Gloucester, for the purpose of ascertaining whether the Dean and Chapter would sell their land over which the proposed railway was intended to pass on the same terms the other landed proprietors had consented to do, namely 100*l.* per acre, including the severance. The proposition was accordingly made to the Dean by Mr. Bliss and Mr. Aplin at his house in Oddington.

A conversation ensued on the part of the Dean relative to the erection of bridges instead of level crossings, and the Dean expressed a desire that there should be a bridge on the Cornwell Road. The Dean stated there would not probably be any objection to the selling the land at the sum proposed to the Company, and that, as

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

he was going to Gloucester the following week to remain there, he would see Mr. Whitcombe, the solicitor of the Dean and Chapter, and would mention the subject to him, and the terms of his consent. Mr. Bliss and Mr. Aplin, therefore, presumed that the matter was intended to be placed in Mr. Whitcombe's hands to act on behalf of the Chapter, and through him to propose their own terms in a formal manner for granting the Chapter land to the Company, and to the enforcement of the same.

Mr. Bliss and Mr. Alpin distinctly state that they did not at that interview, either directly or indirectly, give any undertaking that a bridge should be erected instead of a level crossing.

Mr. Bliss and Mr. Aplin again expressly deny their having given any undertaking to the Dean of Gloucester that the land to be taken by the Company was conditional, and which must have been obvious and manifest, because as individual persons they had not the power to make such terms, and their instructions being merely to obtain the assent of the Dean for the sale of the Chapter land, on the same terms the other proprietors had done.

Chipping Norton, November 16, 1854.

Observations of the Promoters of the Chipping Norton Branch Railway on the Contents of the Letter of Lord Redesdale, of which a Copy has been sent with the Copy Memorial against the Level Crossing.

The question of bridges or level crossings having been fully discussed before the Committee of the Commons, and they having permitted all the crossings to be on the level (although the Board of Trade had reported for one bridge), the promoters hoped, when the Bill came before the Lords, that they would not impose an expense which the Commons had not required; but, as Lord Redesdale observes, when the Bill came before him as Chairman of Committees, he at first demanded two bridges as a condition for his consenting to allow the Bill to pass. It is true also that an objection on the ground of expense was taken to his demand, and it may be true that it was stated to him that the inhabitants of the neighbourhood generally did not wish for a bridge (for at that time it was not known or supposed by the promoters that more than one individual had expressed any such desire), but it was understood at the time, and is believed by the promoters (from the report of the engineer, Mr. Fowler), to be the fact, that Lord Redesdale withdrew his demand of two bridges (one only having been recommended by the Board of Trade), not on account of any representations made as to the wishes of the residents in the neighbourhood, but because the engineer informed his Lordship that, if he persisted in his requirement of two bridges, the Bill must be abandoned, as the funds raised for the construction of the line would not bear the expense of a second bridge. The promoters can make no observation upon the statement that Lord Redesdale allowed the substitution of the Stow for the Kingham Road. They were informed that some discussion had taken place with Lord Redesdale as to which of the two roads should have the bridge, but they found the Bill ultimately come out of the Lords with the permission to cross the Stow road on the level, and not the other, which arrangement was in accordance with the report of the Board of Trade. A bridge at Kingham is, therefore, now in course of erection at a great, and as the promoters believe, useless expense.

In conclusion, the promoters most strongly and emphatically deny the truth of Lord Redesdale's assertion, that permission to cross on a level "was obtained by a false statement, which the agents were instructed by the promoters to make."

Daylesford Rectory, near Chipping Norton,
December 5, 1854.

Sir,

On behalf of those who signed the memorial to the Lords of the Committee of Privy Council for Trade, which I transmitted to you on the 30th of October last, respecting the proposed level crossing on the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, I beg to inquire whether you have made your report on the subject, and whether the Board have come to any determination thereon.

The memorialists feel extremely anxious on the point, conceiving that both the safety and convenience of using the road is concerned in the question. I am desired further to inquire whether any further information is required by the Board of Trade, or any evidence in corroboration of the statements of the memorial, because in that case every endeavour will be made to supply it. On the subject of the traffic permit me to mention that I accidently passed the road twice during last week, on Wednesday and Saturday. The first was Chipping Norton Fair. I saw, during the short time I was passing, a considerable number of horsemen, several teams and waggons using it. On Saturday I also met several waggons and carts, and as near as I could count them about 200 Welsh cattle, passing along the road.

I am, &c.

Major Yolland, R.E.
Railway Department, Board of Trade, Whitehall.

Thos. Winter.

Railway Department, Board of Trade,
Whitehall, December 7, 1854.

Sir,

I beg to acknowledge the receipt of your note of the 5th inst., and to inform you that I have not yet made my report, as I have only just received a statement from the Oxford, Worcester, and Wolverhampton Railway Company in the reply to the observations contained in the second memorial which you transmitted to me on the 30th October; and as it is denied that any stipulation had been made by the Dean of Gloucester for the erection of a bridge as the ground on which his consent was given, it will be desirable to furnish me with any further evidence that can be given on the subject. The Railway Company also call attention to the circumstance of the second memorial not containing the name of a single inhabitant of Chipping Norton.

I remain, &c.

The Rev. Thos. Winter.

W. Yolland,
Major Royal Engineers.

Daylesford Rectory, near Chipping Norton,
December 12, 1854.

Sir,

I beg to forward to you a statement by the Dean of Gloucester, in consequence of the denial of the Oxford, Worcester, and Wolverhampton Company, that he stipulated for the bridge. I also forward by his desire four letters, which, when you have done with them, he requests you to return.

With respect to the other point mentioned in your letter to me of the 7th instant, viz.: "the circumstance that the second memorial does not contain the name of a single inhabitant of Chipping Norton," I beg, on behalf of the memorialists, to observe, that we did not expect much support from that quarter, and therefore did not ask for signatures. The branch line is admitted to be of mere "local interest" and accommodation. Most of the leading people there are subscribers to it, and their influence would prevent others from moving in a matter which is to cause additional expense. The locality of Chipping Norton will derive whatever benefit may accrue from the undertaking, and it would be very unpopular for any inhabitant, whatever his opinion on the propriety of a level crossing, to interfere. But we deny that the inhabitants of Chipping Norton are interested in

an equal degree with those on the Stow side of the line. The former do not use the road so much, while to the latter it forms the direct road to London, Oxford, Banbury, Chipping Norton, &c. Moreover, it is affirmed in the "observations" of the Oxford, Worcester, and Wolverhampton Directors on our memorial, that the greater portion of the Chipping Norton traffic will be absorbed in the branch line. In the same document they compare the populations of Stow and Chipping Norton, and their respective interests in the question, as if those two towns were alone concerned, forgetting that the signatures to our memorials represent the feelings of fifteen or twenty other parishes, reaching to the very spot where the road is crossed by the railway. We beg to add that those who have signed the memorial are perfectly disinterested persons, and can have no other object than to secure for themselves and the public a safe and uninterrupted passage along an old established road. There is, however, one signature worthy of remark, viz.: that of Mr. Grisewood's, of Daylesford House He is, we believe, one of the largest shareholders of the Oxford, Worcester, and Wolverhampton Railway, and a considerable subscriber to the Chipping Norton Branch Line. Though naturally disinclined to separate himself from those with whom he has usually acted, yet when the whole circumstances were laid before him, he consented from a sense of justice to attach his name to the memorial.

In conclusion, we the memorialists beg to repeat our strong conviction, that not only the reasonable convenience, but the safety of the public requires that this road shall not be crossed on a level, and that under the circumstances of the case we are entitled to claim the interposition of the Right Honourable the Board of Trade, especially as the level crossing was obtained by gross misrepresentations before the Lords' Committee, which we are prepared to prove.

Major Yolland, R.E.
&c. &c.

I have, &c.
THOMAS WINTER.

STATEMENT by the Dean of Gloucester of what passed between him and the Promoters of the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, respecting the Level Crossing.

About the end of last year or the beginning of the present, Mr. Aplin, solicitor, of Chipping Norton, and Mr. Bliss, manufacturer, of Chipping Norton, waited on me to obtain my assent to the undertaking, as a proprietor of land through which the proposed line was to pass. After hearing their explanations I told them I should be quite satisfied with the terms they offered, provided they would make a safe passage for the public along the Stow and Chipping Norton road, either *over* or *under* the railway, as circumstances required. This I repeated two or three times. I do not assert that they *promised* to erect a bridge (for this, in the then stage of the undertaking, I presume they were not competent to guarantee), but I declare that I made the passage across the line *otherwise than by a level crossing* a condition—indeed the only condition—of my assent. I communicated what had taken place to the chapter clerk, Mr. Whitcombe, of Gloucester, and I beg to enclose the correspondence which ensued between him and Mr. Rawlinson, solicitor, of Chipping Norton, *the authorized agent of the Oxford, Worcester, and Wolverhampton Company*, and also a promoter of the branch line. His letter to Mr. Rawlinson of the 30th of January will, I think, clearly prove that the denial of the Oxford, Worcester, and Wolverhampton Company, "that any stipulation had been made by the Dean of Gloucester for the erection of a bridge as the ground on which his assent was given" (as mentioned in your letter of the 7th instant to Mr. Winter) is untrue, and must induce every impartial person to receive the assertions of the Company on this matter with distrust.

I further must call attention to Mr. Rawlinson's reply of February 11th. I consider it calculated to mislead Mr. Whitcomb, and I believe it did so; and I further submit, that it would be but *justice* that the powers of the Board of Trade should be exercised in the manner in which Mr. Rawlinson's letter would lead Mr. Whitcombe to think that the Dean and Chapter's wishes and conditions were certain to be secured, if reasonable. For myself I can say, that I fully believed these conditions were acceded to; for never since my interview with Messrs. Aplin and Bliss have I received any communication from either Mr. Whitcombe or any other person, which threw the least doubt on the subject, until I accidentally heard of it for the first time, when the Bill had actually gone through committee in the House of Lords. I then immediately wrote to Mr. Aplin to complain of the treatment I had received, and I enclose his reply of July 17th. The gross mis-statement in the latter part of it respecting Lord Redesdale, his Lordship has, I believe, himself corrected in a communication to the Board of Trade.

I have only to add, that had I been aware that the sole condition on which I assented to the Chipping Norton Branch Railway was thus to be evaded, I would have opposed the progress of the Bill in Committee of Parliament; and I submit, that the above circumstances, as well as the mis-statements made by the promoters before the Lords' Committee, viz.: "*that a level crossing was preferred by the whole neighbourhood*," and that "*no person had applied for a bridge*," entitle me to claim the interference of the Right Honourable Board of Trade to protect the public from the proposed crossing on the level.

December 12, 1854.

(Signed) EDWARD RICE,
Dean of Gloucester.

Major Yolland, R.E., &c.

Chipping Norton Branch Railway.

SIR,

Chipping Norton, December 22, 1853.

I UNDERSTAND that you have been made acquainted by the tenant of the Dean and Chapter of Gloucester (Mr. W. Fowler), that this proposed line will pass over a small portion of their land, and that their assent to the sale of such land as may be required is greatly desired by the promoters.

The line is only 4½ miles, and entirely of local interest; but it is universally considered, by the owners of property here, as calculated to be of very great benefit thereto, and *the whole* of the proprietors of the land required (with the exception only of the Dean and Chapter and one other person) have already signed their consents to sell the necessary land at the rate of 100*l.* an acre, including severance, &c. This being so, and your clients having a very considerable estate in the parish, I trust I may, with confidence, rely on their doing the same as the other landowners.

I hear that it was understood that there would be a meeting of the Dean and Chapter on the 30th ultimo, at which the subject would be considered: perhaps you will be so obliging as to inform me whether this was the case, and, if so, what was the determination come to.

J. A. Whitcombe, Esq.
Chapter Clerk, Gloucester.

I have, &c.
A. L. RAWLINSON.

Copy of Letter from Mr. WHITCOMBE to Mr. RAWLINSON.

SIR,

Chipping Norton Branch Railway, Gloucester, January 30, 1854.

THE Dean desires me to write to you and acquaint you that he communicated some time ago to Mr. Aplin, that he should object to this railroad crossing the road between Stow and Chipping Norton on a

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

level; but that if he was assured that it would not cross this road on a level, he should recommend the Chapter to give their assent to it; but otherwise it would receive the active opposition of the Chapter.

I now write to request you to inform me whether the promoters will undertake that this railway shall *not* be carried across the road in question on a level.

An early answer will oblige.

I have, &c.

J. A. Whitcombe,
Chapter Clerk.

A. L. Rawlinson, Esq.
Chipping Norton.

Chipping Norton Branch Railway.

Chipping Norton, February 11, 1854.

Sir,

I have submitted your letter of the 30th ultimo to a committee of subscribers, and am directed by them in reply, to say that they cannot give the pledge required that the railway shall not cross the road in question (it not being a turnpike road) on a level; but I am further desired to acquaint you that the Bill, as prepared, contains a provision (sect. 17.), that the line shall cross all or any of the roads, either under or over, by bridge or arch, if thought necessary and so required by the Board of Trade.

I am, &c.

A. L. Rawlinson.

J. A. Whitcombe, Esq.

Railway Department, Board of Trade.
Whitehall, December 7, 1854.

My Lord,

I am sorry to have to trouble your Lordship in the matter of the Chipping Norton level crossing, but having been informed by the Oxford, Worcester, and Wolverhampton Railway Company, on the authority of their engineer, Mr. Fowler, that you "withdrew your demand of two bridges (one only having been recommended by the Board of Trade) not on account of any representations made as to the wishes of the "residents in the neighbourhood, but because the engineer informed your Lordship that if you persisted in "your requirement of two bridges the Bill must be abandoned, as the funds raised for the construction of the "line would not bear the expense of a second bridge," may I inquire if your Lordship can give me any further information on the subject beyond what is conveyed in your note of the 25th October.

I have, &c.

W. Yolland,
Major Royal Engineers.

The Right Hon.
The Lord Redesdale,
Batsford Park, Morton-in-Marsh.

Batsford Park, December 10, 1854.

Sir,

I desire to be distinctly understood as asserting most positively everything which I stated to you in my former letter as to what passed between me and the agents of the Chipping Norton Branch Bill when it was before the House of Lords. Mr. Fowler, when I pressed for two bridges on the first occasion of the Bill being in Committee, stated that there would not be money enough if I insisted on both, and I inquired particularly into their supposed cost, the estimated loss of the line, and the capital and borrowing powers, and was satisfied that the latter were amply sufficient for all the works in question, as you will find them to be if you examine into the thing. The estimate was to be relied on, as Messrs. Peto had engaged to make the line for the money. There is no extra cost of consequence, as the line is to be worked by the Oxford, Worcester, and Wolverhampton Company, and little or no plant will be required. I have heard since that it has cost less in construction than was expected, but this is report only, and not from any authority connected with the line. Mr. Fowler may have repeated his statement as to the expense of two bridges being more than the Company could bear, but it had no influence whatever on my decision. I gave way because I did not wish to increase unnecessarily the cost of the line against the wishes of those most interested in the road in question, as they were represented to me, and as soon as I heard they had been falsely reported, I did my best to get the alteration made, but it was too late when I received assurances on the subject that I could rely on for me to get the thing done, as the Bill had gone back to the Commons.

I am very certain as to everything which occurred in this matter respecting these crossings, as from my connexion with the district I was particularly guarded. When I knew I had been deceived, I sent for the agents and stated to them my recollection of all that had passed, in the presence of my secretary. They admitted its accuracy in every respect, and defended themselves by saying (what was perfectly true,) that they were not to blame, as they had received the information from the promoters, and were guided by their instructions, having no suspicion that the fact was not as stated. I cannot doubt that they will confirm this.

I have, &c.

Redesdale.

Major Yolland, R.E.
Railway Department, Board of Trade, Whitehall.

Railway Department, Board of Trade,
Whitehall, January 11, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received from their inspecting officer, Major Yolland, a report on the subject of the level crossing of the Chipping Norton and Stow road, which was authorized by the Act for making the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway.

Major Yolland reports that in his opinion it is necessary for the public safety that the road should be carried over the Chipping Norton Branch Line by means of a bridge.

The result of the inquiries instituted by Major Yolland also affords reason for believing that the Committee of the House of Lords on the Chipping Norton Branch Bill were induced to permit the level crossing in consequence of representations made to them, on the part of the promoters, that the inhabitants of the neighbourhood were in favour of a level crossing in preference to a bridge; but it has since appeared that the committee were misinformed on this point.

After a careful consideration of the circumstances of the case, and the statements of the parties interested, my Lords think it incumbent upon them to require the Oxford,

Worcester, and Wolverhampton Railway Company to effect the crossing of the above-mentioned road by means of a bridge instead of a crossing on the level. I am, therefore, to request that you will bring the matter to the notice of the Directors, and their Lordships trust that without any unnecessary delay they may receive from the Directors an assurance that the requisite orders have been issued for the erection of a bridge at the crossing in question.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, February 9, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to call your attention to my letter to you of the 11th ultimo, on the subject of the erection of a bridge at the place where the Chipping Norton and Stow road crosses the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and to express their Lordships' desire to be favoured with a reply thereto with the least possible delay.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George-street, Westminster, February 10, 1855.

SIR,

IN reply to your letter of yesterday's date, expressing the desire of the Lords of the Committee of Privy Council for Trade, to receive an answer, with the least possible delay, to your letter, dated the 11th ultimo, on the subject of the level crossing of the Chipping Norton and Stow road by this Company's Chipping Norton Branch Railway, I beg to state, for their Lordships' information, that without the loss of a single day I sent copies of your last-mentioned letter to the principal parties interested in the cost of the Branch; and not having yet heard from them on the subject, I have written again this day, stating their Lordships' desire to be acquainted with the concurrence of the Company in the suggestion that a bridge should be erected in lieu of the level crossing authorized by the Act. I have called it a suggestion, because the Directors of this Company do not understand a distinct order to have been conveyed by your letter of the 11th January; and in the absence of such order, they do not feel justified in subjecting the parties at whose cost the branch is being made, and for whom the Company is merely in the position of a trustee, to the increased outlay involved in the construction of a bridge, without affording them the opportunity of taking such steps as they may think advisable, in order to satisfy their Lordships, that it is unnecessary, and to save themselves from the enlarged expenditure.

The real promoters and owners of the Branch have repeatedly assured the Board of Directors, both orally and by the written statements which they have caused to be through them submitted to their Lordships, not only that no misrepresentations were made by their agents, in order to secure the passing of the Bill through the House of Peers, but that they *positively declined to accept the Bill if they were to be required by it to construct two bridges in lieu of level crossings*, although they did not object to submit to the power of the Lords of the Committee for Trade, to order the formation of the second bridge if their Lordships saw it requisite for the public safety to do so. The Oxford, Worcester, and Wolverhampton Company are not in any way interested in the question, unless they should exercise their power to purchase the branch, or still more remotely by the percentage to be allowed, from the increased receipts on the main line, on the cost of the branch.

The Directors of the Company will, I have no doubt, instruct me to comply with the desire of their Lordships conveyed by your letter of the 9th instant, immediately I am in a position to do so. In the meantime, should their Lordships consider the case of sufficient urgency to require it they will, I hope, authorize you to name a day before which the parties really interested may be allowed further to press their claims for the bridge to be dispensed with.

I am, &c.

To Douglas Galton, Esq.
Railway Department, Board of Trade.

NOEL THOMAS SMITH,
Secretary.

Railway Department, Board of Trade,
Whitehall, February 13, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 10th instant, on the subject of the proposed level crossing of the Chipping Norton and Stow road, by the Chipping Norton Branch

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

of the Oxford, Worcester, and Wolverhampton Railway; and in reply to inform you that if the Directors of the Company have any further arguments to adduce against the construction of a bridge, in lieu of the level crossing in question, their Lordships request that they may be brought at once under their consideration, as they are preparing to issue their certificate in this matter.

I am, &c.

To the Secretary of the Oxford, Worcester, and Wolverhampton Railway Company.

Douglas Galton,
Captain Royal Engineers.

Dear Sir, 143, *Piccadilly*, *February* 19, 1855.

I have been requested to present the enclosed memorial, but my leg will not yet allow me to call upon you.

I trust, however, that the request we now make you will be able to grant, as in a year's trial, we think that Miss Penystone, who is the only person who ever would pass over the railway at the point where we are called upon to build the bridge, will have ascertained that there is really no danger.

If, however, there should be objections to our proposal, pray have the kindness to delay issuing the order until I may have the pleasure of seeing you, which I hope I may soon do in the House of Commons.

I am, &c.
J. H. Langston.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Promoters of, and others interested in the Chipping Norton Branch Railway,

Showeth, That your memorialists have heard with extreme regret the decision of your Lordships requiring a bridge to be erected over the road leading from Chipping Norton to Stow, at the point where the branch railway intersects such road, instead of permitting a level crossing over such road.

That your memorialists will not repeat their reasons for objecting to the said bridge, as such reasons have been already fully submitted to your Lordships; but your memorialists feel bound to say, that in their judgment, not one reason already advanced by them has been in any way successfully controverted by their opponents, nor has a single fact stated by them been proved to be false.

Your memorialists, being still deeply impressed with the conviction that a bridge at the point referred to is not required for the safety or convenience of the public, would simply ask your Lordships to allow the erection of such bridge to be deferred until twelve months have expired from the opening of the branch railway, when they firmly believe that the unfounded fears or mistaken prejudice which have induced certain parties to desire such bridge, will have subsided or been removed; and your Lordships may consequently be induced to consent to a permanent level crossing instead of a bridge.

William Bliss, manufacturer, mayor.
Thomas Shaw Hellier, clerk.
Thomas Hopgood, surgeon.
Benjamin Bowen, glove manufacturer.
Edward Hartley, miller.
Henry Tilsley, gentleman.
George F. Tilsley, solicitor.
J. Quatermain, upholsterer.
George Timms, baker.
Thomas Williams, grocer.
G. B. Smith, bookseller.
H. F. Wilkins, solicitor.
William J. Hitchman, wine merchant, &c.
Frederick Sotham, wine merchant, &c.
Jacob Sinclair, grocer.
Henry Gardner, farmer.
Samuel Pujer, clerk.
John Henry Stephan, chemist.
Thomas Pettipher, grocer.
William Adams, ironmonger.
Samuel Simms, watchmaker.
L. Biggerstaff, corndealer.
Francis William Shorter, clerk.
Robert Parsons, draper.
Stephen Clark, grocer.
Samuel Gray, farmer.
John Henry Kingdom, wine merchant.
Thomas Rolls, banker.

A. L. Rawlinson, solicitor.
Henry Belcher, draper.
James Porter, innkeeper.
Stephen Smith.
Thomas Phipps, ironmonger.
Henry Trafford, basket-maker.
Joseph Mahon, innkeeper.
William Claridge, innkeeper.
William Luckett, cordwainer.
George Harris, chemist, &c.
Samuel Williams, shoemaker.
Charles S. Davies, bailiff County Court.
Edward S. Dodd, auctioneer.
Weston Aplin, solicitor.
Henry Mason, carrier.
Henry Coulling, innkeeper.
Timms Hunt, ironmonger.
George Draper, farmer.
Richard Margetts, pork butcher.
William Wilks, butcher.
John Petty Draper, baker
Richard Porter, innkeeper.
James Berrill, butcher.
Thomas Young, draper.
John Liddiard, stationer.
James Luckett, innkeeper.
William Bawler, tailor.
Charles Buswell, whitesmith.
Charles Rodgers, baker.
Stephen Haynes, currier.
Henry Coleman, grocer.
Henry Savage, tailor.
W. Giles, blacksmith.
John Metcher, plumber.
Thomas Gulliver, gentleman.
John Hieatt, slater.
James Morley Quy, innkeeper.
Thomas Robinson, toy warehouseman.
William Kelsey, cordwainer.
Samuel Huckvale, gentleman.
Joseph Ermer, stove manufacturer.
Thomas Jee, innkeeper.
Thomas Mace, grocer.
Henry Hyatt, upholsterer.
John Phillips, fellmonger, &c.
Edwin Wheeler, tailor.
Richard Phillips, baker, &c.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George-street, Westminster, February 23, 1855.

Sir,

With reference to my letter to you of the 10th instant, on the subject of the proposed bridge, in lieu of a level crossing on the Chipping Norton Branch of the above railway, I am instructed to say that the Directors of the Company, having been informed by the parties who represent the subscribers of the capital raised for the formation of the said branch, that they have memorialized the Lords of the Committee of Privy Council for Trade, to allow the level crossing to remain for twelve months after the opening of the branch for traffic, in order fairly to test the alleged necessity for the bridge, are desirous to bring within their Lordships' knowledge that they concur in the prayer of the memorial, and that they hope their Lordships will see fit to comply with what appears to the Directors to be a reasonable request.

I am, &c.
Noel Thos. Smith,
Secretary.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, April 30, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to inform you that they have appointed you to inspect the proposed level crossing of the Stow and Chipping Norton road by the Chipping Norton Branch of the Oxford, Worcester, and Wolverhampton Railway, and after considering all the local circumstances bearing on the subject, irrespective of any matters connected with the passing of the Oxford, Worcester, and Wolverhampton Railway Act through Parliament, to report to their Lordships with

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

reference to the 12th Section of the Act 17 & 18 Vict. cap. 209. whether you are of opinion that it is necesssary for public safety that the road should be carried across the railway by means of a bridge in lieu of crossing it on the level.

I am &c.

Colonel Wynne, Royal Engineers. DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 5, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that in compliance with their Lordships' instructions conveyed to me in your letter of the 30th April, directing me to inspect the proposed level crossing of the Stow and Chipping Norton road, and to report whether in reference to the 12th section of the 17 & 18 Vict. cap. 209. the road should be carried across the railway by means of a bridge in lieu of crossing it on the level, that I yesterday went down to Chipping Norton, visited the crossing, and walked along the road as far as the village of Cornwell, distant about one mile from the place where the road crosses the railway. I was accompanied by a number of gentlemen and tradesmen of Chipping Norton and the neighbourhood, who were unanimously in favour of the level crossing; the road, which is a parish road, I found to be a very good one, of considerable width and kept in excellent repair, and judging from the wheel tracks having a considerable traffic over it, though I am bound to say that during the time I was there, upwards of an hour, I saw only two vehicles on it. It was stated to me by some of the gentlemen present that, from accurate observations of the traffic, the number of vehicles averaged 16 per diem, though on some occasions as many as 30 have been observed. The road partakes of the nature of the country, and has many steep hills on it. It is one of two communications between the market towns of Chipping Norton and Stow, both roads being of nearly equal length; but as by this road all turnpikes are avoided, it may be assumed that it commands the larger share of traffic between the two towns. No engineering difficulties exist to make the construction of a bridge objectionable; the approaches required, though heavy, would not involve such an expenditure of money as to justify the adoption of the exceptional rule of a level crossing, and the present steep inclinations existing on various parts of the road do not raise the question that the traffic would be limited by the creation of a hill.

From the character and general appearance of the road, as well as from the amount of traffic which parties opposed to the construction of a bridge admit occasionally passes over it, I have no hesitation in stating it as my opinion that the public safety would be promoted by the erection of a bridge over the railway, and that there exists no valid reasons for the introduction of so objectionable a mode of crossing as that on the level.

I ought to mention, in justice to the parties who base their opposition to the construction of bridge on the grounds of the small amount of traffic over the road, that a good deal of the present traffic arises from the carriage of coals from Addlestrop Station, to which this road is the nearest route, and that this traffic must in a good measure cease when the Chipping Norton Branch Railway is opened. I do not myself attach much importance to this consideration. The opening of a railway though it often diverts one description of traffic from a road in its neighbourhood as frequently compensates by the introduction of another, therefore the circumstances of a supposed alteration in the traffic would not alone justify the introduction of a level crossing on a leading parish road, which the one in question undoubtedly is.

I am, &c.

The Secretary of the
Railway Department, Board of Trade. GEO. WYNNE,
Lt.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 11, 1855.

SIR,

WITH reference to your letter of the 23rd February, in which you state that the Directors of the Oxford, Worcester, and Wolverhampton Railway Company, concur in the prayer of a memorial addressed to the Lords of the Committee of Privy Council for Trade by parties interested in the Chipping Norton Branch Railway, requesting that the level crossing of the Chipping Norton and Stow road may be allowed to remain for 12 months after the opening of the line with the view of testing the necessity for a bridge. I am directed by their Lordships to inform you that, after giving due consideration to the representations of the memorialists, my Lords have not seen reason to alter the opinion they have already expressed and communicated to the Company with regard to the substitution of a bridge for the level crossing.

Under these circumstances their Lordships have thought it necessary to resort to the exercise of the power reserved to them by the Act, requiring the Company to erect a bridge at the crossing, and have instructed me to transmit to you the enclosed order for that purpose.

I am, &c.

The Secretary of the
Oxford, Worcester, and Wolverhampton
Railway Company. DOUGLAS GALTON,
Captain Royal Engineers.

References under Special Acts.

Appendix No. 72.

Level Crossing.

Oxford, Worcester, and Wolverhampton Railway.

Whereas by the Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch) Act, 1854, the Oxford, Worcester, and Wolverhampton Railway Company were authorized to make a branch railway from the Oxford, Worcester, and Wolverhampton Railway to the town of Chipping Norton, in the county of Oxford; and it was thereby enacted that, subject to the provisions of the Railways Clauses Consolidation Act, 1845, and of the said Act now in recital, with respect to the crossing of roads on the level it should be lawful for the said Company to cross on the level the road on the deposited plans referred to in the said Act numbered 5 in the parish of Churchill, in the county of Oxford; and it was thereby provided that it should be lawful for the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations if it should appear to them necessary for the public safety at any time either before or after the works thereby authorized to be made, or any of them, should be completed and opened for public traffic to require the said Company within such time as the Lords of the said Committee should direct, and at the expense of the said Company, to carry the herein-before mentioned road either under or over the said branch railway, by means of a bridge or arch instead of crossing the same on a level, or to execute such other works as under the circumstances of the case should appear to the Lords of the said Committee the best adapted for removing or diminishing the danger arising from such level crossing. And whereas it appears to the Lords of the said Committee to be necessary for the public safety that the said road should be carried over the said branch railway instead of crossing the same on a level. Now, therefore, the Lords of the said Committee, pursuant to and in exercise of the power and authority for this purpose so vested in them as aforesaid, do hereby require the said Oxford, Worcester, and Wolverhampton Railway Company, within the time herein-after mentioned, and at the expense of the said Company, to carry the said road on the said deposited plans numbered 5, in the parish of Churchill aforesaid, over the said branch railway by means of of a bridge instead of crossing the same on a level. And the Lords of the said Committee do hereby direct that the said bridge and the approaches thereto, and the road over the same, shall be completed previously to the day on which the said branch railway shall be opened for public traffic.

Signed by order of the Lords of the said Committee the eleventh day of May one thousand eight hundred and fifty-five.

(Signed) JAMES BOOTH,
One of the Joint Secretaries of the said Committee.

Railway Department, Board of Trade,
Whitehall, May 11, 1855.

SIR,

WITH reference to the memorial you transmitted to this department from parties interested in the Chipping Norton Branch Railway, requesting that the level crossing of the Chipping Norton and Stow road may be allowed to remain for twelve months after the the opening of the line with a view of testing the necessity for a bridge, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, after giving due consideration to the representations of the memorialists, my Lords have not seen reason to alter the opinion they had already expressed and communicated to the Oxford, Worcester, and Wolverhampton Railway Company with regard to the substitution of a bridge for the level crossing.

Under these circumstances their Lordships have thought it necessary to resort to the exercise of the power, reserved to them by the Act, of requiring the Company to erect a bridge at the crossing, and have instructed me to transmit to the Company an order for that purpose.

I have, &c.
J. H. Langston, Esq., M.P. DOUGLAS GALTON,
Captain Royal Engineers.

Oxford, Worcester, and Wolverhampton Railway,
29, Great George-street, Westminster, May 15, 1855.

SIR,

I BEG to acknowledge the receipt of your letter of the 11th instant enclosing an official order of the same date, for the construction of a bridge in lieu of a level crossing of the Stow road by this Company's Chipping Norton Branch.

I am, &c.
To Captain Galton, R.E. NOEL THOS. SMITH,
Railway Department, Board of Trade. *Secretary.*

APPENDIX No. 73.

Appendix No. 73.

South Eastern Railway (Reading Extension).

SOUTH EASTERN RAILWAY (READING EXTENSION) ACT, 1854, AND GREAT WESTERN BRANCHES ACT, 1853.

South Eastern Railway,
London Terminus, January 30, 1854.

SIR,

I HAVE the honour to inform you that an Act of Parliament was passed in the last Session, intituled "The South Eastern Railway (Reading Extension) Act, 1853," by section 2 of which it was enacted, that it should be lawful for the South Eastern Railway

References under Special Acts.

Appendix No. 73.

South Eastern Railway (Reading (Extension).

Company to make a railway, with a station and all proper works and conveniences connected therewith, commencing from and out of the Reading, Guildford, and Reigate Railway, in the parish of St. Lawrence, Reading, in the county of Berks, and terminating at or near the existing station of the Great Western Railway Company, in the same parish.

And by section 4 of that Act, after reciting that it was desirable that the railway should be so constructed as not to interfere with the traffic of the Great Western Railway, or with the Reading Station of the last-mentioned railway, or with any alteration or enlargement thereof which the Great Western Railway Company might deem necessary, and which might be approved by the Board of Trade, for the purpose of affording sufficient public accommodation to the said traffic, it was enacted, that it should be referred to the Board of Trade, or an arbitrator, to be appointed by that Board, to consider of the several matters aforesaid, and to hear both the said Companies in relation thereto, and thereupon, at the cost of this Company, to decide the point at which the railway should terminate, and the line or course within the limits of deviation marked on the deposited plans, according to which the same should be constructed.

And an Act of Parliament was also passed by the Great Western Company in last session, intituled "The Great Western Branches Act, 1853," by section 4 whereof that Company were empowered to enter upon, take, and use, for the purpose of providing additional accommodation in connexion with their railway, certain lands, including land belonging to this Company, in the parish of St. Lawrence, Reading, described upon their deposited plans; but the enactment contained a proviso, that the Great Western Railway Company should not be authorized to take any land belonging to the South Eastern Railway Company for the purpose of enlarging their station at Reading, on the south side thereof, which should be situated to the eastward of the present approach road to the Great Western Railway at Reading, except such as the Board of Trade might deem necessary for the purpose of any works for facilitating the interchange of traffic between the respective stations of the two Companies.

I beg leave to hand you the prints of the two Acts of Parliament above referred to, and a copy of the deposited plans and sections referred to in this Company's Act.

I beg leave also to hand you a copy of a plan which I transmitted to the Great Western Company on the 12th October, showing the point at which this Company proposed that the railway should terminate, and the line or course according to which the same should be constructed.

At the time of transmitting that plan to the Great Western Railway Company, I requested their secretary to inform me whether the plan met with the approval of the Directors of the Great Western Company, and that if it should not meet with their approval, that he would be pleased to notify to me, for the information and consideration of the Directors of this Company, any objection of the Directors of the Great Western Railway to the plan, and any alterations in it which might be proposed by them on behalf of the Great Western Company.

The reply which the Directors of this Company received from the Great Western Company was, that it was essential that the Great Western Company should have the requisite facilities for enlarging their own sidings, and other accommodation, at Reading, which they stated the outline transmitted by this Company to them would appear to obstruct and prevent, if properly understood.

To that communication I replied, on the 25th of October, that it was not possible for this Company's engineer to prepare any defined plan which might not interfere with the extensions and improvements proposed by the Great Western Railway Company, unless this Company's engineer were in possession of the plan of their proposed works, an dI requested their secretary to forward to me the plan of the siding and extension of the station which Mr. Brunel, their engineer, proposed to execute.

Although three months have now elapsed since my application for that plan, the Directors of the Great Western Company have been prevented, by the pressing occupations in the first instance and afterwards by the illness of Mr. Brunel, from furnishing me with the plan of the works proposed by the Great Western Company.

And on the 19th instant I addressed a letter to the Great Western Company, in which I stated that nearly six months having elapsed since this Company's Act of Parliament was passed, the Directors of this Company considered it desirable that the matter should be forthwith referred to the Board of Trade for their decision.

I beg leave to hand you a copy of the correspondence which has taken place between this Company and the Great Western Company since the passing of the Act referred to, and to mention that the powers of this Company for the compulsory purchase of and taking land for the purposes of the Act are limited to the period of one year, which will expire on the 4th of August next.

And I have the honour to request that the Board of Trade, or an arbitrator to be appointed by that Board, will be pleased to consider of the several matters aforesaid, and to hear both this Company and the Great Western Railway Company in relation thereto, and thereupon, at the cost of this Company, to decide the point at which the railway shall terminate, and the line or course, within the limits of deviation marked on the deposited plans, according to which the same shall be constructed.

I have, &c.
G. J. Herbert,
Secretary.

Captain Simmons, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, February 6, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 30th ultimo, making applications to my Lords under the provisions of the South Eastern Railway (Reading Extension) Act 1853, and the Great Western Branches Act, 1853, to consider the question of the proposed connexion between the Reading, Guildford, and Reigate Railway and the Great Western Railway at Reading.

My Lords direct me to inform you, that they are willing to undertake the consideration of this question, and they therefore request that you will forward, at your early convenience, plans showing the proposed new works of the South Eastern Railway Company under the above-mentioned Acts.

I am, &c.

The Secretary of the South-Eastern Railway Company.

James Booth.

Railway Department, Board of Trade,
Whitehall, February 6, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to inform you that they have received an application from the South Eastern Railway Company, under the provisions of the South Eastern Railway (Reading Extension) Act, 1853, and of the Great Western Branches Act, 1853, requesting them to consider the questions of the connexions between the Great Western Railway and the Reading, Guildford, and Reigate Railway at Reading, proposed by those Acts.

My Lords direct me to inform you, that they are willing to undertake the consideration of this question, and they therefore request that you will forward at your early convenience, plans showing the proposed new works of the Great Western Railway Company to be considered under the above-mentioned Acts.

I am, &c.

The Secretary of the Great Western Railway Company.

James Booth.

Great Western Railway, London Terminus,
Paddington, February 18, 1854.

Sir,

I am desired by the Directors to acquaint you, in reply to your letter of the 6th instant, that Mr. Brunel has been desired to bring under the consideration of the Lords of the Committee of Privy Council, the plans which have been prepared under the sanction of this Board, for the enlargement and improvement of the Reading Station, in a manner which will enable their Lordships to determine also the best method of extending the station of the South Eastern Railway Company, under the powers of their Act, passed in the last session.

I am to request the favour of your apprising Mr. Brunel when, and to whom, he may exhibit his plans, in order that they may be considered at the same time with any plans submitted to their Lordships for their own works or buildings at Reading.

I am, &c.

James Booth, Esq. &c. &c.

Chas. A. Saunders,
Secretary.

Railway Department, Board of Trade,
Whitehall, February 23, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to request that you will inform their Lordships at what period the plans proposed by the South Eastern Company for the extension of the Reading Station of the Reading, Guildford, and Reigate Railway, will be ready to be submitted to their Lordships, in accordance with your application of the 30th ultimo.

I am, &c.

The Secretary of the South Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

South Eastern Railway, London Terminus,
March 9, 1854.

Sir,

I have the honor to hand you, for the consideration of the Lords of the Committee of Privy Council for Trade, a plan showing the works which this Company proposes to execute under the South Eastern Railway (Reading Extension) Act, 1853.

I have, &c.

James Booth, Esq. &c. &c.

G. J. Herbert,
Secretary.

References under Special Acts.

Appendix No. 73.

South Eastern Railway (Reading Extension).

South Eastern Railway, London Terminus,
May 18, 1854.

Sir,

I am desired by the Board of Directors to request you to be so obliging as to favour them with as early an appointment as convenient on the subject of the plan of the approximation of this Company's line to the Great Western Station at Reading.

Two of the Directors of this Company, with their general manager and engineer, will be prepared to attend any appointment you may make, and I am desired to ask you to give the Directors of the Great Western Company notice of the appointment.

I am, &c.

Captain Simmons, R.E.
&c. &c.

G. J. Herbert,
Secretary.

June 1, 1854.

Sir,

We beg leave to hand you, as arranged at our interview with you on the 27th ult., a plan showing the point at which the proposed extension of the Reading, Guildford, and Reigate Railway is intended to terminate, at or near the existing station of the Great Western Railway at Reading, and the line or course according to which the same is intended to be constructed, together with the works which are proposed to be executed under the approval of the Board of Trade.

It being the understanding that the Board of Trade will signify their approval of the plan at any time, on the application either of the South Eastern Company or the Great Western Company. It being also the understanding that the South Eastern Company are to be at liberty to proceed forthwith to exercise their right to take so much of the land of the Great Western Company as may be necessary for the purpose of executing the works so to be approved by the Board of Trade. The South Eastern Railway Company in like manner undertaking to transfer to the Great Western Railway Company so much of their land as may be necessary for the works of the Great Western Railway Company to be constructed according to the said plan.

We have, &c.

W. O. & W. Hunt & Elsdale,
Solicitors for the Great Western Company,
3, *Whitehall Place.*

James Booth, Esq.
&c. &c.

Tilliard, Sons, & Freeman,
Solicitors for the South Eastern Company.

Old Jewry, June 9, 1854.

Sir,

May we request you to be so obliging as to acknowledge the receipt of the joint letter of Messrs. Hunt and Elsdale on behalf of the Great Western Railway Company, and ourselves on behalf of the South Eastern Railway Company, left by us for you on the 1st instant, accompanying a plan signed by the engineers of the two companies; as it is of importance to the Directors of the South Eastern Company to know that the letter and plan have reached your hands safely.

We have, &c.

James Booth, Esq.
&c. &c.

Tilliard, Sons, & Freeman.

Railway Department, Board of Trade,
Whitehall, June 10, 1854.

Gentlemen,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of a letter, dated the 1st instant, signed by you on behalf of the South Eastern Railway Company and by Messrs. Hunt and Elsdale on behalf of the Great Western Railway Company, with a plan showing the point at which the proposed extension of the Reading, Guildford, and Reigate Railway is intended to terminate, at or near the existing station of the Great Western Railway, at Reading, and the line or course according to which the same is intended to be constructed, together with the works which are proposed to be executed under the approval of the Board of Trade.

I am also to acknowledge the receipt of your letter of the 9th instant on the same subject.

I am &c.

Messrs. Tilliard, Sons, and Freeman,

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 10, 1854.

Gentlemen,

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of a letter dated the 1st inst., signed by you on behalf of the Great Western Railway Company and by Messrs. Tilliard, Sons, and Freeman, on behalf of the

South Eastern Railway Company, with a plan showing the point at which the proposed extension of the Reading, Guildford, and Reigate Railway is intended to terminate, at or near the existing station of the Great Western Railway, at Reading, and the line or course according to which the same is intended to be constructed, together with the works which are proposed to be executed under the approval of the Board of Trade.

References under Special Acts.

Appendix No. 73.

South Eastern Railway (Reading Extension).

I am, &c.

Messrs. Hunt and Elsdale. DOUGLAS GALTON.
Captain Royal Engineers.

APPENDIX No. 74.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

TOLLS.

WORCESTER AND BIRMINGHAM CANAL.

* To the Right Honourable the Lords of Her Majesty's Committee of Privy Council appointed for Trade and Foreign Plantations.

The Memorial of the Company of Proprietors of the Worcester and Birmingham Canal, under their common seal, showeth,—

That "The Worcester and Birmingham Canal," constructed at a cost of upwards of five hundred thousand pounds, and having an entire length of thirty miles, extends from Birmingham to Worcester, where it communicates with the river Severn.

That the system of canals, consolidated under the title of "The Birmingham Canal Navigations," embraces the whole of the Staffordshire mining district, and forms a junction with the Worcester and Birmingham Canal at Birmingham.

That in the year 1846 an Act of Parliament was passed, intituled "The London and Birmingham Railway, and the Birmingham Canal Arrangement Act, 1846," whereby, after reciting "That the existing canals of the Birmingham Canal Company communicate "with the railway, and that the mutual transmission of traffic to and from such canals "and railway respectively would be facilitated, and that it would promote the public "convenience, if the working and management of the canals and works of the Birmingham "Canal Company were under the control and superintendence of a committee to be "appointed by the said Canal and Railway Companies," it was enacted by section 3. that the canal proprietors should thenceforth appoint five members of the committee of management of the Birmingham Canal, and the Board of Directors to the railway the other five members; and by section 5. that the Birmingham Canal Company should not, thereafter, without the previous consent of the Railway Company, make any order to reduce, advance, or otherwise vary, all or any of the tolls, rates, or dues of the Birmingham Canal. Section 15: That whenever the net income of the Birmingham Canal Company should be insufficient to produce a dividend of four pounds per share on the then capital, the Railway Company should make up the deficiency.

That since the passing of the Act referred to, an alliance for traffic purposes has been formed between the London and Birmingham Railway (under its altered title of "The London and North Western Railway") and the Midland Railway Companies, which has resulted in an application intended to be made to Parliament, in the present session, for an Act to authorize the amalgamation of these two vast undertakings.

That the South Western branch of the Midland Railway (formerly known as "The Birmingham and Gloucester," and "The Gloucester and Bristol Railways") extends from Birmingham to Bristol; and by means of running powers which it possesses over the loop line of the Oxford, Worcester, and Wolverhampton Railway from Stoke Prior through Droitwich to Abbotts Wood, is placed in direct communication with the city of Worcester, and is thus enabled to compete with the Worcester and Birmingham Canal for the whole of its inter-terminal traffic.

That such traffic chiefly consists of coals, the produce of the Staffordshire collieries, conveyed as far as Birmingham by means of the Birmingham Canal, and thence passing into the canal of your memorialists.

That the average of the distances upon the Birmingham Canal which are traversed by the gross traffic passing from it into the Worcester and Birmingham Canal does not exceed ten miles; whilst a like average of distances upon the Worcester and Birmingham Canal exceeds twenty miles.

That the existing tolls levied by the Birmingham Canal upon such joint traffic are three halfpence per ton per mile (but limited to the maximum of one shilling and fivepence halfpenny per ton), amounting, upon the assumed average distance of ten miles, to an aggregate charge of one shilling and three pence per ton, whilst the tolls levied upon the

* Presented by Mr. Capes, 4th February 1853.

References under Special Acts.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

Worcester and Birmingham Canal for the passage of such traffic over its whole length of thirty miles is one shilling and sixpence per ton only.

That against the results of legitimate competition between railways and canals, the Worcester and Birmingham Canal Company might have protected themselves to a considerable extent, by an equitable arrangement with the Birmingham Canal Company for a reduction of their joint tolls.

That the public would thereby have secured the manifest advantage of exercising a preference between the two modes of conveyance, on other grounds than that of mere relative cost; it being a well established fact, that in the carriage of some important classes of goods, cost being equal, a preference is usually given to that by canal.

That the existing relations between the London and North Western Railway, and the Birmingham Canal, and between the former Company and the Midland Railway, have, as your memorialists believe, led to the adoption by the railway of so low a scale of charges, that, without very considerable further reductions being made on the tolls of the two canals, the carrying trade between Staffordshire and the River Severn will be irrecoverably lost to your memorialists.

That as indicative of the aggressive policy pursued by the combined Railway Companies, in reference to the Worcester and Birmingham Canal, it may be instanced, that the gross charge of both Companies for the freight of certain classes of goods from London to Worcester, *viâ* Birmingham, a distance of 138 miles, is now, or until a very recent period has been, less than the charge of the London and North Western Railway alone for the conveyance of similar articles from London to Birmingham, a distance of 112 miles only.

That the Committee of the Worcester and Birmingham Canal in this emergency considered it to be their imperative duty, (notwithstanding the obvious improbability, from the considerations adverted to, of arriving at any successful result,) to submit to the Committee of the Birmingham Canal sundry specific propositions, for an equitable re-adjustment of tolls on the two canals; so as to place the Worcester and Birmingham Canal in some better position for contending with the railways; but overtures to this effect were at once declined by the Committee of the Birmingham Canal, although it is confidently believed, from the vast increase in the traffic of the district, that a considerable reduction of the joint canal tolls might have been made without any permanent loss of revenue to either Company, notwithstanding the reduced fares of the confederate Railway Companies.

That the control which the London and North Western Railway has acquired over the Birmingham Canal is thus exercised, so as to put a stop to the further profitable working of the Worcester and Birmingham Canal, and to establish a monopoly of the traffic of the district in favour of the railways, to the injury of your memorialists, and of the public.

That the legislature appears to have contemplated the possibility of some such evil resulting from the arrangement which it sanctioned by the Act referred to, and therefore, by section 28 it is enacted:

"That if at any time after the passing of this Act it shall appear to the Lords Commissioners of Her Majesty's Treasury, or the officers of the Government department charged for the time being with the supervision of railways, to be necessary for the interests of the public, it shall be lawful for the said Lords Commissioners or other Government officers to require the said Canal Company to proceed forthwith to the correction or prevention of any inconveniences or evils by the said Lords Commissioners or other officers specified, and upon the failure or inability of the said Company to comply with the requisition of the said Lords Commissioners or other officers within a period of six months from the date of such requisition in the particulars aforesaid, it shall be lawful for the said Lords Commissioners or other officers to serve the said Company, with notice to introduce into Parliament in the then existing session, if Parliament should be sitting, and if not, in the next ensuing session, a Bill or Bills for amending this Act in such particulars as aforesaid; and thereupon the said Company shall, and they are hereby required to introduce such Bill or Bills accordingly, and duly to prosecute the same, in default whereof it shall be lawful for the said Lords Commissioners or other officers to introduce or prosecute (as the case may be) such Bill or Bills at the expense of the said Company."

That your memorialists respectfully submit to your Lordships that a conjuncture has arisen when an appeal may properly be made to your Honourable Board for the exercise of the remedial powers contained in the section above quoted, and that the interests of the public, as well of those of your memorialists, justify the representation and appeal which is hereby made to your Lordships.

Your memorialists, therefore, respectfully pray your Lordships to require the Company of proprietors of the Birmingham Canal Navigations forthwith to reduce the tolls levied by them under the authority of "The London and Birmingham "Railway and Birmingham Canal Arrangement Act, 1846," upon all traffic passing to and from their said canals and the Worcester and Birmingham Canal respectively, to such extent and in such proportions as to your Lordships may appear reasonable and proper; regard being had to the circumstances herein stated, your memorialists hereby proffering and undertaking to reduce the tolls levied upon their own canal in respect of the like traffic to such extent and in such proportions as may in like manner be determined by your Lordships; and upon the failure or inability of the said Company to comply with such requisi-

tions, that your Lordships will be pleased to cause the said Company to be served with notice to introduce a Bill or Bills for amending the said Act of Arrangement as regards the scale of tolls to be levied thereunder upon the aforesaid traffic; and in default of compliance with such requisition, that your Lordships will be pleased to introduce or prosecute such Bill or Bills at the expense of the said Company, in such manner and form as is provided for by the 29th section of the said Act of Arrangement herein set forth. (L. S.)

SIR,

Gray's Inn, February 12, 1853.

Worcester and Birmingham Canal Company.

YOU may remember my leaving with you on the 4th instant this memorial, under the seal of the Company, and you were kind enough to promise me to consider the course that ought to be pursued under it.

Will you do me the favour to send me a note on Monday, and tell me whether the Directors should come up to town, or otherwise how we had best proceed under the Acts of Parliament in question.

I am, &c.

James Booth, Esq.

GEORGE CAPES.

SIR,

Railway Department, Board of Trade, Whitehall, February 14, 1853.

I AM to inform you in reply to your note to Mr. Booth, of the 12th instant, that the memorial to the Lords of the Committee of Privy Council for Trade of the Worcester and Birmingham Canal Company is under consideration, and that you will be communicated with in the event of further information being required upon the subject.

I am, &c.

George Capes, Esq.
&c. &c.

H. MORLAND.

GENTLEMEN,

Railway Department, Board of Trade, Whitehall, February 16, 1853.

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have had under their consideration the memorial of the Worcester and Birmingham Canal Company, requesting the interference of their Lordships under the 29th (28th) section of the London and Birmingham Railway and Birmingham Canal Arrangement Act 1846 (9 & 10 Vict. c. 244,) to require the Birmingham Canal Company to reduce the tolls levied by them under the authority of that Act.

The memorialists in substance allege that, in consequence of the high rate of toll charged by the Birmingham Canal Company, acting under the control of the London and North Western Railway Company, on the Birmingham Canal, which communicates with the Worcester and Birmingham Canal, traffic between the Staffordshire collieries and Worcester, which would otherwise take the route of the canals, is diverted into the Midland Railway, between Birmingham and Worcester, and the public are thus deprived of the advantage of exercising a preference between the two modes of conveyance.

It is not alleged that the tolls in question exceed the rates authorized by the Act, or that they are charged unequally, or in any manner not sanctioned by the Act. Under these circumstances it appears to their Lordships difficult to say, that levying equally on all persons a rate of toll expressly authorized by the Act, constitutes, within the meaning of that Act, such a grievance as to justify their interference.

I am to add that, as it is stated in the memorial that an application is to be made to Parliament, in the present session, for an Act to authorize the amalgamation of the London and North Western and the Midland Railway Companies, an opportunity will then be afforded to the legislature of imposing such terms on the amalgamated Companies with reference to the canals in question as it may think fit; and further, that a Committee of the House of Commons is now sitting to inquire generally into the subject of railway amalgamation.

I am, &c.

Messrs. Capes & Stewart,
&c. &c.

J. L. A. SIMMONS.

SIR,

Grays Inn, April 19, 1854.

Ex parte the Worcester and Birmingham Canal Company.

IN the early part of the last Session of Parliament, a memorial was addressed by the above-named Company to the Board of Trade, praying the interference of the Board with reference to certain tolls charged by the Birmingham Canal Navigation Company in answer to which a letter was received from the Board, dated the 16th day of February 1853,

References under Special Acts.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

pointing out the course that ought to be adopted, viz. to oppose certain bills then and now before Parliament.

The memorialists followed the advice contained in this letter, and are now opposing several bills in committee in the House of Commons. One case only as yet has been heard, the "Birmingham Canal Navigations," (additional canals, &c.) and the Committee held that the above Company, viz. (The Worcester and Birmingham Canal Company,) had no *locus standi*.

A deputation from the Company, accompanied by several members of Parliament locally interested in the matter, are desirous of seeing Mr. Cardwell to explain the case to him, in the hopes that either a new clause will be inserted in the Railways Bill now before the House, or that some other relief may be given to the Company.

Will you, therefore, be so good as to favour the deputation with an appointment to see Mr. Cardwell on Thursday the 27th instant, or some other day that will be most convenient.

Your early answer will oblige.

I am, &c.

Captain Galton, R.E.
&c. &c.

GEORGE CAPES.

Railway Department, Board of Trade,
Whitehall, April 21, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you in reply to your letter of the 19th instant, requesting an interview for a deputation on behalf of the Worcester and Birmingham Canal Company, relative to the tolls of the Birmingham Canal Navigation Company, that my Lords will be happy to receive the deputation in question on Thursday next, the 27th instant, at twelve o'clock.

I am, &c.

George Capes, Esq.
Grays Inn.

DOUGLAS GALTON,
Captain Royal Engineers.

SIR,

Grays Inn, April 25, 1854.

Ex parte the Worcester and Birmingham Canal Navigation Company.

I AM much obliged by your letter of the 21st instant, fixing the 27th instant, at twelve o'clock, for the deputation from this Company to wait on the Lords of the Committee of Privy Council for Trade, and they will have the honour then to do so.

Might I ask you whether it is at all needful that you should have *before then* a short statement of facts for my Lords, as if so, I will *at once* forward them.

I am, &c.

Captain Galton, R.E.
&c. &c.

GEORGE CAPES.

Railway Department, Board of Trade,
Whitehall, April 25, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 25th instant, and to inform you that it is not absolutely necessary that my Lords should be furnished with a statement before the interview with the deputation from the Worcester and Birmingham Canal Navigation Company, but it would undoubtedly be a convenience.

I am, &c.

George Capes, Esq.
Worcester and Birmingham Canal Navigation Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Ex parte the Worcester and Birmingham Canal.

The deputation will pray their Lordships to reconsider the facts stated in the memorial presented in February 1853, with special reference to the intimation on the part of their Lordships contained in Captain Simmon's reply.

And will call their Lordships' attention to the failure of an attempt to obtain relief from Parliament on the only opportunity which has hitherto been afforded to the memorialists for the purpose, viz., the pending "Birmingham Canal Extension Bill," on which the Worcester and Birmingham Canal Company have been refused a *locus standi* before the committee.

And to the fact that a negotiation between the two Canal Companies which contemplated a joint reduction of their existing tolls to such an amount as would have enabled them to compete with the railways, for the traffic was put an end to by the interference of the London and North Western and the Midland Railway Companies.

That unless some provision be forthwith made for relieving independent canals from the oppression exercised over them by railways, by means of the control acquired by the latter over portions of an integral chain of canals, such independent canals will be irretrievably ruined.

That no provision for this purpose is contained in the Bill "For the better regulation of the traffic on Railways and Canals," now before Parliament.

That the Birmingham Canal does on its own local trade charge extremely reduced tolls, whilst on through traffic (with the exception of the Worcestershire salt trade, which it slightly favours) it charges its full maximum toll.

That in the absence of some more effectual provision their Lordships will be pleased to reconsider their power to interfere for relief of the Worcester and Birmingham Canal Company, under the clause in that behalf contained in "The London and Birmingham Railway and Birmingham Canal Arrangement Act, 1846."

References under Special Acts.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

My Lords, *Grays Inn, July* 8, 1854.

In the matter of the Birmingham Canal Navigations, and the London and North Western Arrangement Act. Ex parte the Worcester and Birmingham Canal Company.

In the month of April last, a deputation from the Worcester and Birmingham Canal, introduced by Mr. Muntz, had an interview with your Lordships for the purpose of pointing out certain evils which it is alleged have been inflicted upon the Worcester and Birmingham Canal, in consequence of the passing of the Act of the 9th and 10th Vict. cap. 244, and with the view of suggesting the propriety of introducing a clause in the Railway and Canal Bill then before Parliament to remedy the abuses.

The 28th section of the 9th and 10th Victoria was pointed out to your Lordships, and Mr. Cardwell stated, that if the facts were laid before some eminent counsel, and an opinion was obtained that the Board had power under the Act of Parliament to insist on the remedy of the abuses, that he would have great pleasure in using all the powers of the Board in our favour.

Relying upon this suggestion, the accompanying case was laid before Mr. Attorney General and Mr. Willes, of the common law bar, who wrote an opinion, a copy of which I also enclose, advising that the facts set out in the case were clearly within the provisions of the Act of Parliament, empowering the Board to interfere to remedy the complaints mentioned.

In accordance with this opinion, a notice has been prepared and settled by counsel, (also enclosed,) which it is proposed should be served upon the London and North Western Railway Company and the Birmingham Canal by your Lordships.

Should your Lordships resolve upon following counsel's advice, if it be not presumption on my part, I beg to suggest that some gentleman should be appointed to examine into the allegations in the case, I, on the part of the Worcester and Birmingham Canal, offering to substantiate the facts set forth.

That the London and North Western Railway Company, and the Birmingham Canal Company should be furnished with a copy of the case and opinion, and that they should be permitted to show cause against the contemplated proceedings, and to rebut the evidence brought forward on behalf of the Worcester and Birmingham Canal if they could do so.

I am, &c.

George Capes.

The Right Honourable
the Lords Commissioners for Trade.

Railway Department, Board of Trade,
Whitehall, August 3, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that the attention of their Lordships has been called, by a memorial received from the Worcester and Birmingham Canal Company, to the injurious consequences arising from the high rate of the tolls upon the Birmingham Canal, in respect of the through traffic passing between that Canal and the Worcester and Birmingham Canal.

It appears that, under the provisions of "The London and Birmingham Railway and the Birmingham Canal Arrangements Act, 1846," the London and North Western Railway Company appoint one half of the Committee of Management of the Birmingham Canal, and that the Birmingham Canal Company cannot alter the tolls on their canal without the consent of the Railway Company. And it is stated by the Worcester and Birmingham Canal Company that the tolls charged on the Birmingham Canal for the coal traffic passing over that canal and the Worcester and Birmingham Canal to Worcester is at present fixed at the full amount of the authorized maximum, and that this high rate of toll has a tendency to prevent a fair competition between the canals and the railways, for the traffic between the Staffordshire mining district and Worcester, and to deprive the public of the advantage of a choice between the two modes of conveyance. And this state of things is attributed by the memorialists to the influence which, by the Act of 1846, the Railway Company is enabled to exercise over the proceedings of the Birmingham Canal Company.

References under Special Acts.

Tolls.

Appendix No. 74.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

The memorialists refer to the 28th section of the Act above mentioned, under the provisions of which the Railway Department of the Government may require the Birmingham Canal Company to remedy any public inconvenience resulting from the arrangements authorized by the Act, or, in case of the failure or inability of the Company to comply with such requisition, may require them to apply to Parliament for an amendment of the Act, in the particulars wherein its operation may be prejudicial to the interests of the public; and the memorialists call upon their Lordships to exercise the powers given by this clause for the purpose of correcting the evils that are alleged to arise from the present arrangement between the Birmingham Canal Company and the London and North Western Railway Company.

But, before their Lordships decide upon taking any proceedings in the matter, they are desirous of considering any observations that the Directors of the Birmingham Canal and the London and North Western Railway Company may have to make on the statements of the Worcester and Birmingham Canal Company. And with that view I herewith enclose a copy of the memorial, which I am to request may be laid before the Directors of your Company.

I am, &c.

The Company of Proprietors of the Birmingham Canal Navigations.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the London and North Western Railway Company.

Navigation Office, Paradise Street, Birmingham, August 7, 1854.

SIR,

I BEG to acknowledge the receipt of your letter of the 3d inst., inclosing a copy of memorial presented to the Lords of the Committee of Privy Council for Trade by the Company of proprietors of the Worcester and Birmingham Canal Navigation, and will lay the same before the Committee of Management of the Birmingham Canal Company at their next monthly meeting.

I am, &c.

Captain Galton, R.E. &c. &c.

ROBERT THOMAS.

Railway Department, Board of Trade, Whitehall, November 25, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to call your attention to a communication from this department of the 3d August last, relating to the high rate of the tolls upon the Birmingham Canal, and to request you will, without further delay, forward to their Lordships such observations as the Directors may have to make thereon.

I have, &c.

The Secretary of the London and North Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

The Company of Proprietors of the Birmingham Canal Navigation.

Navigation Office, Pardise Street, Birmingham, November 27, 1854.

SIR,

I BEG to acknowledge the receipt of your letter of the 25th inst., and to inform you that, in consequence of the absence of several members of the Birmingham Canal Committee during the autumn, I was unable to lay before them the draft statement and observations in relation to the memorial of the Worcester and Birmingham Canal to the Committee of Privy Council for Trade.

A copy of such statement and observations will be transmitted to the solicitor of the London and North Western Railway Company for his perusal, and I hope to receive his approbation thereof in a few days.

I am, &c.

Captain Galton, R.E. &c. &c.

ROBERT THOMAS,
Clerk to the Company of Proprietors of the Birmingham Canal Navigation.

Navigation Office, Birmingham, December 28, 1854.

SIR,

I HAVE now the honour to enclose the statement and observations of the Birmingham Canal Company in answer to the memorial presented by the Worcester and Birmingham Canal Company to the Lords of Her Majesty's Privy Council appointed for

Trade and Foreign Plantations, and regret that unavoidable circumstances have prevented its being sent earlier.

I am, &c.

Captain Galton, R.E.
&c. &c.

ROBERT THOMAS.

References under Special Acts.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

To the Right Honourable the Lords of Her Majesty's Committee of Privy Council appointed for Trade and Foreign Plantations.

The STATEMENT and OBSERVATIONS of the Company of Proprietors of the Birmingham Canal Navigations under their Common Seal in relation to a Memorial presented to the Lords of Her Majesty's Committee of Privy Council appointed for Trade and Foreign Plantations, by the Company of Proprietors of the Worcester and Birmingham Canal.

The Birmingham Canal Company was incorporated in the year one thousand seven hundred and sixty-eight, by an Act passed in the eighth year of the reign of His late Majesty, King George the Third, and its powers have been extended by succeeding Acts to meet the continually growing wants of the South Staffordshire mining district.

By an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, all the several Acts of Parliament relating to the Birmingham Canal Navigations were amalgamated, on which occasion the Company were required by the House of Lords to obtain the repeal of many clauses in the old Acts from which they derived benefit, and among others, one which exempted the tolls of the Company from assessment to the poor rates, and another compelling the mine owners using the canals to pump their mine water into the canal free of cost, and the tolls granted by the former Acts were all repealed, and new tolls of a lesser amount were granted to the Company.

The traders of the canal as well as the adjoining Canal Companies approved of the Amalgamation Act, and the same passed through Parliament unopposed.

In the years one thousand eight hundred and thirty-nine and one thousand eight hundred and forty the Birmingham Canal Company were by two Acts authorized to make a new canal, called the Thame Valley Canal, to relieve thirteen locks through Birmingham called the Farmers Bridge Locks, and to give the traders a double communication from the coal and iron districts. The outlay on this canal amounted to the large sum of four hundred thousand pounds, and compelled the Company to reduce the dividend to their proprietors from five pounds to four pounds per share.

In the year one thousand eight hundred and forty another Act was passed for consolidating the Wyrley and Essington Canal Navigation with the Birmingham Canal Navigations, and for making the Bentley and Rushall Canals, (and the tolls payable under the old Wyrley and Essington Act were much reduced in the Consolidation Act,) the cost of which, with the great improvements made in the Wyrley and Essington Canal, amounted to nearly two hundred thousand pounds.

In the ninth year of the reign of Her present Majesty, another Act was passed for consolidating the Dudley Canal Navigation with the Birmingham Canal Navigations, and the tolls payable under the old Dudley Canal Acts were repealed, and a much reduced scale of tolls was introduced into this Consolidation Act.

At the time the four last-mentioned Acts were before Parliament, opposition was made by the Worcester and Birmingham Canal Company, the Warwick and Birmingham Canal Company, the Coventry Canal Company, the Stratford and Avon Canal Company, and certain of the traders upon the Birmingham and other Canals, to whom such concessions were made as satisfied all their requirements, and the Acts passed without further opposition.

In the years one thousand eight hundred and forty-four and one thousand eight hundred and forty-five, several railways were projected across the district served by the Birmingham Canal, and negotiations were entered into with the London and North Western Railway Company for a guarantee to the canal proprietors of their reduced dividend of four pounds per share, which was deemed to be no more than was fair and reasonable under the circumstances, the Company not having had any return for their large outlay since the year one thousand eight hundred and forty, of nearly six hundred thousand pounds, and the arrangement received the sanction of Parliament accordingly.

Since the Arrangement Act passed, reductions of tolls have been made, and further money has been expended in various new works for the accommodation of the trade, to all of which, the London and North Western Railway Company have assented.

At the time the Arrangement Act was in the House of Commons, it was opposed by the Worcester and Birmingham Canal Company, and a proposition for reducing certain tolls payable on commodities passing to and from the Worcester and Birmingham Canal was agreed to, and clauses proposed on behalf of that Company were introduced into the Arrangement Act, upon which they withdrew their opposition, and a clause was inserted in the Arrangement Act, declaring "that the maximum tolls, rates, and dues to be received "or taken by the Birmingham Canal Company in respect of all or any of the said canals "should not exceed in amount the tolls, rates, and dues specified in the Schedule (C.) "thereunto annexed." But although these tolls are in the schedule called maximum tolls, they were in fact the tolls then being received, the Birmingham Canal Company

References under Special Acts.

Appendix No. 74.

Tolls.

"Worcester and Birmingham Canal," and "Birmingham Canal Navigations."

being previously entitled to receive larger tolls than those mentioned, but having materially reduced them for the benefit of the traders on their canal.

In the year one thousand eight hundred and fifty-four, in compliance with pressing applications from the ironmasters and other traders, the Birmingham Canal Company obtained an Act for extending the Birmingham Canal into the Cannock Chase and Wyrley Bank Districts, for better supplying the South Staffordshire District, as well as the traders on the Staffordshire and Worcestershire, and the Worcester and Birmingham Canals with coal, from the extensive unwrought mineral district at Cannock Chase and Wyrley, but no additional toll is by that Act imposed upon coals brought from the new canals to the Worcester and Birmingham Canal, and when this extension is completed the traders will have a considerable saving in time and in their expenses of haulage and boat hire.

This Act having been placed in a group of Railway Bills, was opposed by the Worcester and Birmingham Canal and other parties, thereby occasioning a considerable expense to the Birmingham Canal Company; but, notwithstanding the opposition, the Bill received the sanction of Parliament, and, as it is believed, by the unanimous vote of the committees of both houses.

The Birmingham Canal Company have now been so pressed by the large body of ironmasters in South Staffordshire to make further extensions of the canal, and to form a new tunnel through the Dudley Hills, which is indispensable for the opening of the Ten Yard Coal District west of Dudley (the present tunnel only admitting one boat, without a towing path), that they have given notice of an application to Parliament in the session of one thousand eight hundred and fifty-five, for this new work, with the consent of the London and North Western Railway Company, who, out of consideration for the wants of the district, have agreed to extend their guaranty to the outlay, which is expected to be from one hundred and fifty to two hundred thousand pounds. The Birmingham Canal, with its numerous branches, including the new lines about to be made, extends to one hundred and sixty miles, and the expenditure amounts to about two millions.

Between six hundred and seven hundred engines take water from the canal for condensing, and the works before mentioned take water for the use of their machinery and other purposes, without any charge being made by the Company for the same. The quantity of water required for these purposes is estimated at about one hundred locks per day of twenty-four thousand five hundred gallons to a lock.

The cost of providing water for an average of the last three years has been about twelve thousand pounds per annum, in addition to which upwards of thirty thousand pounds has been expended within the last two years by the Birmingham Canal Company in providing new engines to return their lockage water, and they are about to incur an increased expense for that purpose. And it may be further stated, that as a great portion of the canal passes through a mineral district, it is subject to great sinkings from mining operations, and the cost of reparations rendered necessary by such sinkings, upon an average of the last three years, has been about seven thousand pounds per annum.

The tolls authorized to be charged on the Birmingham Canal vary from one halfpenny per ton per mile to one penny halfpenny per ton per mile. The maximum tolls, however, for coal and iron passing through the entire length of the whole of the canals of the Company being limited to sums varying from one shilling and fourpence to one shilling and ninepence per ton, which would reduce the mileage toll on articles passing the entire distance to about a halfpenny per ton per mile.

In the mineral district large quantities of minerals pass only for short distances along the canal, the charge for which, according to the mileage, is very trifling, the one-sixth of a mile being the minimum.

The toll upon coal, complained of by the Worcester and Birmingham Canal Company in their memorial, is three halfpence per ton per mile, but as maximum tolls are fixed upon the through traffic, as before mentioned, the toll of three halfpence per ton per mile is applicable to local traffic principally; and when it is considered that the Company is put to the heavy annual expenses before mentioned (namely,) for making extensions for raising the banks and for supplying the canal with water, as well as the large sum paid for rates and taxes, the tolls fixed by Parliament so recently as one thousand eight hundred and forty-six, as chargeable for the Birmingham Canal, must be held to be only fair and reasonable, and were so declared in the petitions from the great body of iron and coal masters, and other traders, presented to the House of Commons in the last session in favour of the Bill then before Parliament, such petitioners paying nearly two-thirds of the entire tolls of the canal.

The Worcester and Birmingham Canal Company complain of the arrangement with the London and North Western Railway Company, which they allege to be injurious as preventing the Birmingham Canal Company from lowering the tolls on articles passing into their canal, which they further allege would have been done if such arrangement had not been made. This assertion has no foundation whatever; the application made by the Worcester and Birmingham Canal Company for a reduction of tolls on coal, and other articles passing through the whole length of their canal, having appeared to the Birmingham Canal Committee to be so unreasonable that they could not entertain the proposition, and they therefore did not make any application to the London and North Western Railway Company on the subject. No control whatever has been exercised, or attempted to be exercised by that Company, over the Birmingham Canal Company, in relation to the

reduction of tolls on coal or goods passing to or from the Birmingham Canal, into and out of the Worcester and Birmingham Canal.

The tolls authorized to be charged on the Worcester and Birmingham Canal are considerably higher than those authorized to be charged on the Birmingham Canal.

The following is a contrasted statement of the tolls now actually charged on the Worcester and Birmingham and Birmingham Canals respectively, the maximum tolls having been raised one-third by the Worcester and Birmingham Canal Company since the presentation of their memorial:—

Articles.	Worcester and Birmingham Canal Tolls.	Birmingham Canal Tolls.	Worcester Canal maximum Tolls for through Traffic.	Birmingham Canal maximum Tolls for through Traffic.
Coal - -	2*d.* per ton per mile.	1½*d.* per ton per mile.	2*s.* per ton passing Tardebigg Top Lock. If not so passing 2*s.* 4*d.* per ton.	1*s.* 5½*d.* per ton.
Coal to salt works - -	- - -	- - -	1*s.* per ton. - -	About 8*d.*
Goods - -	From 1*d.* to 3*d.* per ton per mile.	From 1*d.* to 1½*d.* per ton per mile.	2*s.* to 3*s.* 6*d.* - -	On iron 1*s.* 7½*d.* No maximum tolls, the average being about 8*d.* per ton.

The tolls on the Worcester and Birmingham Canal are exempt from parochial assessments, the Worcester and Birmingham Canal Company never having been to Parliament in their own names since Parliament required all old Canal Acts to be repealed, and new Acts prepared free from the exemption clauses in the old Acts.

The Birmingham Canal tolls are assessed to a very large amount throughout the mineral district, and in the town of Birmingham, which rates amount to upwards of six thousand pounds yearly.

Since the Arrangement Act, the Birmingham Canal Company have made various reductions of tolls where it has been considered proper to do so, and the consent of the London and North Western Railway Company has from time to time been obtained thereto, which was undertaken upon the faith of the tolls thereby settled.

The Birmingham Canal Company trust that the foregoing statement will be considered a sufficient answer to the allegations contained in the memorial of the Worcester and Birmingham Canal Company, and they would respectfully, but most confidently, submit that the Lords Committee of Privy Council will not hold it to have been the intention of Parliament, that, even if such statement had not been capable of so conclusive an answer, the mere charging by the Birmingham Canal Company of those tolls which they are authorized to take, after so recent a revision as that made in the year one thousand eight hundred and forty-six, amounts to such "a public inconvenience or evil," as Parliament contemplated, as calling for interference of the Board of Trade in order to its correction or prevention. (L. S.)

Railway Department, Board of Trade,
Whitehall, January 18, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you, that my Lords have had under their consideration the statements in the memorial which you transmitted from the Worcester and Birmingham Canal Company, complaining of the high rate of the toll upon coal levied upon the Birmingham Canal, as affecting the traffic passing over that canal into the Worcester and Birmingham Canal.

My Lords have also had before them the opinion of the Attorney-General and Mr. Willes upon the case, a copy of which was enclosed in your letter of the 8th July.

In the memorial of the Worcester and Birmingham Canal Company it is made a ground of complaint, that proportionately higher charges are levied on the Birmingham Canal for short than for long traffic, and that such charges tend to divert traffic from the joint line of canal composed of the Birmingham Canal, and the Worcester and Birmingham Canal to the Birmingham and Bristol Railway, which is supposed to be favoured by the London and North Western Railway Company, who have, under the Act of 1846, a share in the management of the Birmingham Canal.

In a counter memorial of the Birmingham Canal Company, it is alleged that the charges for short traffic are greater in proportion than those for through traffic, for reasons of a totally different character, affecting only the interests of the canal, and that such charges both for short and long traffic are in strict conformity with the statutory powers of the Canal Company as exercised by the Birmingham Canal Committee constituted under the Act, while all interference of the Railway Company in preventing a reduction of these charges is distinctly negatived.

My Lords cannot suppose that it was the intention of the legislature that a guarantee under which the shares of the Birmingham Canal were to bear a transferable value should

References under Special Acts.

Appendix No. 74.

be disturbed after an interval of eight years, unless a case of public inconvenience could be established upon conclusive evidence; and upon a consideration of these memorials it does not appear to them that the case has arisen in which their interference was contemplated, when the Act of 1846 containing the provision in question passed into law.

I am, &c.

Geo. Capes, Esq. JAMES BOOTH.

MISCELLANEOUS.

Miscellaneous.

Appendix No. 75.

Great Western Railway.

APPENDIX No. 75.

GREAT WESTERN RAILWAY.

SIR, *Town Clerk's Office, Birmingham, December* 13, 1854.

I AM directed by the mayor of this borough to inform you that he has received communications to the effect that that part of the tunnel of the Birmingham and Oxford Branch of the Great Western Railway, which lies contiguous to Bull-street and the corner of Crooked-lane in this borough is in an unsafe state, in consequence of the purchaser of the surface immediately over the tunnel at the place indicated, having erected upon the crown of the tunnel a structure (yet unfinished) of a greater weight than the tunnel is said to be calculated to bear, and great danger is apprehended to the lives and property of the inhabitants, and of the passengers and others upon such railway if such erection be continued.

I am, therefore, directed to request you will be pleased to take the circumstances into your immediate consideration, and, if by you thought necessary, to depute an Inspector to examine the said tunnel and other premises, and to take such other steps with reference thereto as may be deemed advisable, and consistent with the public safety.

I am, &c.

Captain Simmons, R.E. THOMAS STANDBRIDGE.
&c. &c. *Clerk.*

Railway Department, Board of Trade,
SIR, *Whitehall, December* 14, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a communication which their Lordships have received from the Town Clerk of Birmingham, in which he states that a building is in course of erection on a tunnel on the Birmingham and Oxford Railway by which the stability of that work will be endangered.

My Lords direct me to request you to bring the matter under the consideration of the Directors, and to forward for their information any remarks the Directors may have to offer thereon.

I am, &c.

The Secretary of the DOUGLAS GALTON,
Great Western Railway Company. *Captain Royal Engineers.*

Railway Department, Board of Trade,
SIR, *Whitehall, December* 14, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your communication of the 13th inst., complaining of the unsafe state of part of the tunnel of the Birmingham and Oxford branch of the Great Western Railway which lies contiguous to Bull-street, Birmingham; and I am to inform you that their Lordships are in communication with the Company on the subject.

I am, &c.

Thomas Standbridge, Esq. DOUGLAS GALTON,
Town Clerk, Birmingham. *Captain Royal Engineers.*

Great Western Railway, London Terminus,
SIR, *Paddington, December* 15, 1854.

I BEG to acknowledge the receipt of your letter of yesterday, enclosing a copy of a communication made to the Board of Trade by the authorities of Birmingham, regarding the insecurity of the railway tunnel under that town, at a spot where the owner of some property was building premises over it.

The Directors have been obliged to take very decisive measures by appeal to the Court of Chancery to prohibit the continuance of those works, which, in the opinion of Mr. Brunel, are calculated to endanger the tunnel, and an interim order has been granted by the Vice

Chancellor this day to stop the proceedings of the defendant, until the motion can be heard in the beginning of the week.

It is a matter of most serious consequence, and the Directors have been advised that the public interests are so much involved in it as to necessitate the making the Attorney-General a party to the suit.

I am, &c.
CHARLES A. SAUNDERS,
Secretary.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, December 18, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have appointed Major Yolland, R.E., to inspect and report upon the present condition of the tunnel complained of in your communication of the 15th instant.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

Thomas Standbridge, Esq.
Town Clerk, Birmingham.

Railway Department, Board of Trade,
Whitehall, December 18, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your communication of the 15th inst., relative to the stability of the tunnel complained of by the Town Clerk of Birmingham, and to inform you that their Lordships have appointed Major Yolland, R.E. to inspect and report upon the tunnel in question.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Great Western Railway Company.

Railway Department, Board of Trade,
Whitehall, December 29, 1854.

SIR,

WITH reference to your letter of the 13th inst., requesting my Lords to take into consideration the circumstances attendant upon a building having been erected over the tunnel on the Birmingham and Oxford Branch of the Great Western Railway, near Bull-street, of a weight alleged to be greater than the tunnel is able to bear, I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their Inspecting Officer upon the subject, in which that Officer states that there is not at present any appearance of failure, either in the tunnel or in the building which has been erected over it, but that it is necessary that the tunnel should be strengthened before it will be able permanently to bear the weight. Until that shall have been done the state of the tunnel must be carefully gauged and watched, and my Lords have communicated this recommendation to the Company, in order that they may without delay take steps to carry it into effect.

I have, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

Thomas Standbridge, Esq.
Town Clerk of Birmingham,
&c. &c.

Railway Department, Board of Trade,
Whitehall, December 29, 1854.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Major Yolland's report upon the tunnel on the Birmingham and Oxford section of the Great Western Railway at Birmingham.

Major Yolland is of opinion that until the tunnel shall have been strengthened, it is necessary that it should be carefully watched and gauged. My Lords will, therefore, be glad to learn that the Directors have taken steps to carry into effect that Officer's recommendation.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Great Western Railway Company.

Railway Department, Board of Trade,
Whitehall, December 26, 1854.

SIR,

IN obedience to the instructions contained in your letter of the 18th instant, I inspected, on the 23d instant, the tunnel of the Birmingham and Oxford branch of the Great Western Railway, at the spot where new buildings are in process of erection over it, situate at the junction of High-street and Crooked-lane, in the borough of Birmingham; and I have the honour to report, for the information of the Lords of the Committee of

Miscellaneous.

Appendix No. 75.

Great Western Railway.

Privy Council for Trade, that there is no appearance of any settlement having taken place in the walls of the new erection, nor of any crack in the arch or side walls of the tunnel beneath it, to indicate that there is any immediate risk to the security of the tunnel or buildings whilst the progress of the erection is suspended; but there is no doubt that the tunnel, or more strictly speaking, the arched covered way (since it was built open and filled in afterwards, about three years since), is now subjected to cross strains and to unequal pressure in parts, and that it will require to be strengthened before any greater weight is placed on it than now stands there.

The question of the sale of the property by the Great Western Railway Company, and, consequent thereon, that respecting the party at whose cost, and in what manner, the tunnel should now be strengthened, so as to carry the intended buildings with the least inconvenience to the proprietor, is, I understand, to be brought before the Court of Chancery; but until means are devised and carried into execution for strengthening the tunnel, I beg to recommend that the Directors of the Great Western Railway Company be requested to cause the state of the tunnel to be continuously gauged and carefully watched, so as to ascertain if any change takes place, calculated to endanger its safety.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers, and Bt. Major.

To the Right Honourable the Committee of Privy Council for Trade.

My Lords,

In consequence of the excitement caused in the town of Birmingham, and particularly in the High-street, by the proceedings taken by the Birmingham and Oxford Junction Railway and the Great Western Railway against a Mr. Briggs, whereby the Companies, by their own engineers, have disclosed the state of their tunnel through that town, the state of which cannot be better described than by the affidavits of their principal engineer and resident engineer, copies of which we beg to lay before you.

We are instructed by Mr. Stevens, of that town, timber merchant, to cause a thorough investigation of the matter, and to take the necessary proceedings to protect that part of the public who have daily to pass through such tunnel until the dangers described in such affidavits are removed, as well as such other part of the public who have to pass along such High-street from the danger they would be liable to in case such tunnel should give way, and we beg leave here to suggest that it was the Companies' duty to have seen that such tunnel was sufficient for its purpose, and to have carried the weight of any buildings which might be erected thereon before they sold the ground over the same as eligible sites for erecting public buildings or mercantile premises, and for which they have actually received the enormous price of 14*l.* per square yard. Mr. Stevens is quite ready at once to institute the necessary proceedings to restrain the Companies from running their carriages through such tunnel, not only for the purpose of preventing the alleged impending danger to the travellers thereby, but also thereby to prevent the vibration caused by such carriages, which in the state of things as alleged will much accelerate the danger, until the Company shall have rendered such tunnel sufficiently strong for all purposes, and we are this day about to apply to Her Majesty's Attorney-General for leave to file an information for such purpose, but understanding you have directed your engineer to survey the tunnel, it is most desirable in framing the present proceedings that we should be favoured with a copy of his report thereon, should it have been made. May we, therefore, be permitted to ask if such report has been made, and if you will direct a copy to be supplied to us.

Since the affidavits above referred to were made, we believe the tunnel has been inspected, and it has been suggested to us that inquiry should be made as to the nature of the soil through which the tunnel runs—whether there are any inverts or other supports to the sides of the same—whether the side walls thereof are now out of the upright—whether the arch has in any way bent or given way—and particularly as to the alteration of the shape of such arch where it passes under High-street, and the land sold for such enormous price expressly for building purposes, to the remaining part of such arch.

Awaiting your reply,

We beg, &c.

Taylor & Collisson.

28, *Great James Street,*
Bedford Row, London, December 22, 1854.

Railway Department, Board of Trade,
Whitehall, December 30, 1854.

Gentlemen,

With reference to your letter of the 22d instant, I have been directed by the Lords of the Committee of Privy Council for Trade to forward to you the enclosed copy of the report which they have received from their Inspecting Officer upon the subject of the tunnel on the Birmingham and Oxford section of the Great Western Railway near Bull-street, in Birmingham.

I am, &c.

Messrs. Taylor & Collisson.

Douglas Galton,
Captain Royal Engineers.

APPENDIX No. 76.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

GENTLEMEN,

241, *Bermondsey-street*, *March* 20, 1854.

ON behalf of myself and the other parishioners of the parish of Saint Olave and Saint John's, Southwark, I beg leave most respectfully to solicit the favour of the railway authorities of the Board of Trade appointing a time to receive a deputation from those parishes, who are desirous of presenting a petition in reference to certain new works now in course of construction by the London, Brighton, and South Coast Railway Company. The favour of an early appointment will oblige.

I have, &c.

To the Commissioners of Railways.

W. BURTON.

SIR,

Railway Department, Board of Trade, *March* 21, 1854.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 20th instant, requesting an interview on behalf of yourself and other parishioners of the parishes of Saint Olave's and Saint John's, Southwark, with reference to certain new works in course of construction by the London, Brighton, and South Coast Railway Company.

My Lords desire me to state that before appointing a time for the interview they will require to be informed of the exact nature of the subject upon which the interview is requested.

I have, &c.

W. Burton, Esq.
241, *Bermondsey-street, Southwark.*

DOUGLAS GALTON,
Captain Royal Engineers.

SIR,

241, *Bermondsey-street*, *April* 1, 1854.

I BEG to acknowledge the receipt of your letter of the 21st ultimo, in reply to mine of the 20th, (requesting, on behalf of the parishioners of Saint Olave and Saint John's, Southwark, an interview with the Commissioners of Railways in reference to certain works in course of execution by the London, Brighton, and South Coast Railway,) and in which reply you state "that the Lords of the Committee of Privy Council for Trade, before "appointing a time for the interview, require to be informed of the exact nature of the "subject upon which the interview is requested."

I have, unfortunately, been some distance out of town for a fortnight, and consequently did not get your reply until this day—this having already caused considerable delay, the parishioners deem it most advisable to transmit the petition herewith, which will thoroughly explain the nature of the subject upon which the interview was sought; and they trust that their Lordships will kindly condescend to take the same into consideration, and grant them an early reply to the prayer thereof without their having the proposed interview.

I have, &c.

Captain Galton, Royal Engineers, &c. &c. &c.

W. BURTON.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

To the Commissioners of Railways.— Railway Department of the Board of Trade.

The humble Petition of the undersigned ratepayers and inhabitants of the parishes of Saint Olave and Saint John's, Southwark, in the County of Surrey, showeth—

THAT the London, Brighton, and South Coast Railway Company have, without the authority of Parliament, commenced the construction of works for widening a portion of their line abutting upon Webb-street and Bermondsey-street, Southwark, and intend, in the construction thereof, to throw arches over the lower portion of Webb-street, and about 40 feet more of Bermondsey-street than is already covered over.

That a dangerous curve already exists at the end of Webb-street aforesaid, for vehicles passing to and from the arch in Bermondsey-street into it, (accidents and robberies being of frequent occurrence there,) and, unless the Company be compelled to make a fresh street at the lower part of Webb-street, not only will the danger at that point be greatly increased, but their works, as now intended to be constructed, will materially injure the business of many of your petitioners, and shut out light, air, and health from their respective dwellings.

That the Company having applied to the Commissioners of Pavements for the parish of Saint Olave's, that body, at a meeting of their Board, by a majority of one only (that one being the chairman who gave the casting vote, the numbers being equal for and against

MISCELLANEOUS.

Appendix No. 76.

Arches over Webb and Bermondsey Streets.

London, Brighton, and South Coast Railway.

decided upon giving their consent to the Company's erecting their works in the manner commenced, and without the formation of the new street required.

That your petitioners are informed, and believe, that the chairman who gave such casting vote is a shareholder in the Crystal Palace Company, and consequently an interested party; and, moreover, your petitioners are advised that the Commissioners have no legal right to give such consent, and that the same can be set aside by your Honourable Board.

That your petitioners have no desire factiously to oppose the Company in widening their line to accommodate the anticipated traffic upon the opening of the Crystal Palace, all they require being that the Company may be compelled, if they wish to proceed with their works, to give your petitioners as open and wide a street in Webb Street, and as open for light and air as they originally enjoyed.

Your petitioners therefore humbly pray that the Commissioners of Railways will be pleased to interpose its authority to prevent the said London, Brighton, and South Coast Railway Company from further proceeding with their works, unless they will undertake to form the portion of new street required by your petitioners.

And your petitioners will ever pray, &c.

Railway Department, Board of Trade,
Whitehall, April 6, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorial signed by 49 ratepayers and inhabitants of the parish of St. Olave's and St. John, Southwark, and forwarded to this department by Mr. W. Burton, against the London, Brighton, and South Coast Railway Company's proposed plan for widening the portion of their railway adjoining Webb-street and Bermondsey-street, and I am to request you to furnish my Lords with any observations which the Directors of the London, Brighton, and South Coast Railway Company may have to offer thereon at your early convenience.

I am, &c.

The Secretary of the
London, Brighton, and South Coast
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

London, Brighton, and South Coast Railway,
Secretary's Office, London, April 21, 1854.

SIR,

I HAVE submitted to the Directors your letter dated the 6th inst., enclosing a copy of a memorial forwarded to the Lords of the Committee of Privy Council for Trade, with reference to the alteration of this Company's London Bridge terminus.

In reply, I am desired to say that the Directors, finding that the safety and accommodation of the increasing and anticipated traffic required some improvement at the exit of the London terminus, applied to the Commissioners of Pavements of the eastern division of Southwark, to obtain their consent to the alteration so far as the streets were affected.

The Commissioners who, as the Directors believe, are the proper authorities, gave their consent, and the works were accordingly proceeded with, and they will shortly be completed, so as to be ready before the opening of the Crystal Palace.

The Directors are, however, informed, although they do not observe that the memorialists advert to the circumstance, that some dissenting parties appealed to the vestry on the subject, and the vestry passed a resolution according with the decision of the Commissioners.

I am, &c.

Captain Simmons, R.E.
&c. &c.

FREDERICK SLIGHT,
Secretary.

Railway Department, Board of Trade,
Whitehall, April 27, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 21st inst., containing observations of the Directors of the London, Brighton, and South Coast Railway Company, in answer to the statements in a memorial of certain inhabitants of St. Olave's and St. John's, Southwark, relative to the construction of works by the Company at Webb-street and Bermondsey-street, and I am to request that you will inform their Lordships what are the provisions in the Company's Acts by which the works in question are authorized.

I am, &c.

The Secretary of the
London, Brighton, and South Coast
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

London, Brighton, and South Coast Railway,
Secretary's Office, London, May 5, 1854.

SIR,

IN reply to your letter of the 27th ult. on the subject of the works in progress in Bermondsey-street and Webb-street, I beg to inform you that such works are authorized by the provisions of the Act 10 & 11 Vict. c. 276.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

FREDERICK SLIGHT,
Secretary.

Railway Department, Board of Trade,
Whitehall, May 9, 1854.

SIR,

THE Lords of the Committee of Privy Council for Trade have directed me to refer to you the enclosed correspondence which has taken place between their Lordships and Mr. Burton (on behalf of the parishioners of St. John's and St. Olave's, Southwark,) and the London, Brighton, and South Coast Railway Company, and to inform you that they have appointed you to examine into the nature of the works proposed to be erected by the London, Brighton, and South Coast Railway Company at Webb-street, Bermondsey, and to report to their Lordships whether the works in question are being constructed in conformity with the provisions of the Act 10 & 11 Vict. c. 276.

I am, &c.

Captain Wynne, R.E.
&c. &c.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 15, 1854.

SIR,

I HAVE the honour to acquaint you for the information of the Lords of the Committee of Privy Council for Trade that I have, agreeably to their instructions, examined into the nature of the works in progress of erection by the London, Brighton, and South Coast Railway Company at Webb-street, Bermondsey, and with regard to the question of their works being constructed in conformity with the provisions of the Act 10 & 11 Victoria, cap. 276.

I have to report that the Company do not at present propose extending their stations as far as the diversion of the eastern end of Webb-street, contemplated in the 18th section of their Act, but content themselves with acquiring a triangular slip 34 feet in its greatest width; this slip cuts off about 50 feet of the north side of the eastern end of Webb-street from its junction with Bermondsey-street, and about 10 feet of its south side; this part of Webb-street the Company are just about covering over with flat girders. If the provisions of the Act only permit Bermondsey-street to be covered over, the present works of the Company are certainly not in conformity therewith.

Looking at the covering over of so small a portion of Webb-street, as it may affect either the public safety or convenience, I am of opinion that neither will be interfered with, provided the Company take proper precautions to light it at night, and to prevent leakage through the roofing; this latter point should be attended to.

I annex a plan furnished me by the engineer of the Company, which explains the extent of the works in progress. The part coloured orange is the portion of Webb-street which the Company are covering over, and which the petitioners object to.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

(Signed) GEORGE WYNNE,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 17, 1854.

SIR,

WITH reference to the memorial transmitted in your letter of the 1st ultimo, from ratepayers and inhabitants of St. Olave's and St. John's, Southwark, relative to works at present in the course of construction by the London, Brighton, and South Coast Railway Company near the junction of Webb-street and Bermondsey-street, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that the statement of the memorialists has been under the consideration of their Lordships, who have directed an inquiry to be made into the circumstances of the case.

It appears from the report of the inspecting officer, to whom the matter was referred, that the works to which the memorial relates form part of the enlargement of the Company's London Bridge Station, which is authorized by their Act, 10 & 11 Vict. c. 276. By the 18th section of the Act it is provided that Bermondsey-street may be arched over, but the eastern end of Webb-street is to be diverted so as to carry it as nearly in a straight line eastwards as the limits of deviation shown on the deposited plan will allow, and kept "open and uncovered." The works now in progress, however, do not extend as far as the diversion of the eastern end of Webb-street contemplated in this section of the Act, but only to about 50 feet of the north side of the eastern end of Webb-street, from its junction with

MISCELLANEOUS.

Appendix No. 76.

Arches over Webb and Bermondsey Streets.

London, Brighton, and South Coast Railway.

Bermondsey-street, and about 10 feet of its south side, and this part of Webb-street the Company are at the present time covering over with flat girders. And the inspecting officer reports that, looking at the covering over of so small a portion of Webb-street as it may affect either the public safety or convenience, he is of opinion that neither will be interfered with, provided the Company take proper precautions for lighting it and preventing leakage through the roofing. It therefore appears to my Lords that, even if the execution of the works, with respect to this small portion of Webb-street, is not in strict conformity with the conditions of the Act, the circumstances of the case do not afford a sufficient ground for their interference, as far as the public are concerned; and as regards the interests of the owners or occupiers of adjoining houses, the Lands Clauses Consolidation Act, which is incorporated with the Act 10 & 11 Vict. c. 276, provides the means of obtaining compensation from the Company in cases where the property is injuriously affected by the construction of the works.

I am, &c.

Mr. William Burton.

DOUGLAS GALTON,
Captain Royal Engineers.

Parish of St. Olave, Southwark,
June 7, 1854.

MY LORD AND GENTLEMEN,

ON the 25th ultimo I wrote by direction of the churchwardens and overseers of this parish to the Commissioners for Paving the east division of Southwark, calling their attention to a fissure in the arch of the Brighton Railway crossing Bermondsey-street, which appeared to the parish officers to be dangerous, especially as the Company are about to widen that part of the railway, and to place their girders on the defective arch. The parish officers have received from the Commissioners of Paving, in reply to such letter, a copy of a letter from the Company's engineer, of which I subjoin a copy.

Without intending to doubt the ability of the Company's engineer, the parish officers think that his report alone is hardly satisfactory, and as Bermondsey-street is a very considerable thoroughfare, and much mischief might be done if an accident should occur, the churchwardens and overseers think it right to request that you will direct the arch to be surveyed, in order to ascertain that it is secure and able to sustain the girders which are about to be rested on it for the proposed widening of the railway.

At the same time I am requested to inquire if the attention of your engineer has been drawn to the mode in which the new works are proposed to be constructed across Bermondsey-street, at the corner of Webb-street. The angle formed by those two streets will come under the railway, which is considered by many of the parishioners very objectionable; but it is understood that the Commissioners of Paving have given their consent, and the parish officers are desirous of ascertaining if it has also received your approval.

I am, &c.

To the Commissioners of Railways.

GEO. R. CORNER,
Vestry Clerk of St. Olave's, Southwark.

(Copy.)

London, Brighton, and South Coast Railway,
Engineer's Office, London, April 25, 1854.

"Crack in Bermondsey-street Arch."

DEAR SIR,

WITH reference to your communication on the above subject, I am directed to inform you that a minute inspection has again been made by Mr. Hood, as well as myself, this morning, as to the stability of the arch itself, and we can both confidently report that there is not the slightest cause for apprehension on the safety of the arch, and moreover, that the crack which is after all but superficial, has not opened any more than was apparent at the time of the last survey.

The works which are now being proceeded with for the enlargement of the viaduct will not in any way injure the soundness of the arch, as it is of ample strength to carry the additional weight, which will be imposed on the outward rings of brickwork.

Yours, &c.

Arthur Newman, Esq.
Surveyor, &c.

W. GRANVILLE.
R. J. HOOD.

Railway Department, Board of Trade,
Whitehall, June 14, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed letter from the vestry clerk of the parish of Saint Olave, calling attention to a fissure in the arch of the London, Brighton, and South Coast Railway crossing Bermondsey-street, and also to the mode in which the new works are proposed

to be constructed across Bermondsey-street at the corner of Webb-street; and I am to request that you will examine and report upon the bridge and other works referred to.

I am, &c.

Captain Wynne, R.E.
&c. &c.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 20, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, the enclosed copy of the report of the officer appointed by their Lordships to inspect the arch of the bridge which carries the London, Brighton, and South Coast Railway over Bermondsey-street, in consequence of a communication which they had received from the vestry clerk of St. Olave's, stating that a crack existed in the arch.

I am to request that you will lay this report before the Directors for their consideration, and my Lords trust, that in accordance with the inspecting officer's recommendation, they will direct the arch of the bridge in question to be pointed with cement, and will cause it to be carefully watched with a view to detecting whether any increase takes place in the crack.

I am, &c.

The Secretary of the
London, Brighton, and South Coast
Railway Company.

DOULAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 17, 1854.

SIR,

THE Lords of the Committee of Privy Council for Trade having, by their minute of the 13th June, referred to me the letter of the vestry clerk calling attention to the works of the London, Brighton, and South Coast Railway Company, at Bermondsey-street, and requesting attention to the arch of the bridge carrying the railway over it; I have the honour to acquaint you, for their Lordships' information, that I have made an examination of the arch and inquired into the particulars of construction, and the previous examination tion it has undergone, and I find that, so far back as January 1851, on an application from the Commissioners of Pavements, their Lordships directed Captain Galton to examine the bridge. His report enters so fully into the particulars of construction, and the nature of the cracks which has called for the present examination, that it is only necessary for me to refer to that report, and to state whether, in the three years and a half that have elapsed, any symptoms to cause alarm have manifested themselves.

Captain Galton in his report states that, a few days before his examination, the cracks had been pointed up; that they were three in number, running horizontally; the lower one was the longest, being about 40 feet in length, and situated about 10 feet from the springing; he says, the width of the cracks had been stated to him not to exceed one-eighth of an inch; Mr. Cubit, who examined the arch a few days previous, says they did not exceed a quarter of an inch. On the occasion of my examination, I could only detect one crack, but which, running in a horizontal direction, followed a very zig-zag course; the pointing with which this crack had been filled had entirely fallen out; the width of the crack was not, in some parts, more than one-eighth of an inch in width, and did not in any place, as far as I observed, exceed a quarter of an inch, but the length of the crack appears to have increased seven feet, it being now 47 feet long, instead of being 40 feet, or thereabouts; the only alteration then which the arch has undergone in three years and a half is, that the crack has lengthened a few feet; I do not think this a circumstance calculated to cause any alarm with regard to the stability of the arch, which I consider must now be established from the length of time (upwards of four years) since the centres have been struck, and without the form of the arch having perceptibly altered. The recommendation which Captain Galton makes for the arch being carefully watched, I would advise still to be adhered to; and I would further recommend the crack being re-pointed.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

GEORGE WYNNE,
Major Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 20, 1854.

SIR,

WITH reference to your letter of the 7th ult., calling the attention of the Lords of the Committee of Privy Council for Trade to the works of the London, Brighton, and South Coast Railway Company at Bermondsey-street, and the arch of the bridge carrying the railway over it, I am directed by their Lordships to inform you that they have caused an examination of the bridge to be made by one of their inspecting officers, who has reported that he does not consider that there is any reason to doubt the stability of the structure.

I am also to inform you that the subject of the construction of the works at the corner of Bermondsey-street and Webb-street was in May last brought to the notice of their Lordships

Miscellaneous.

Appendix No. 76.

Arches over Webb and Bermondsey Streets.

by a memorial from ratepayers and inhabitants of St. Olave's and St. John's, when their Lordships directed an inspection to be made, and communicated the result of the inquiry to the memorialists in a letter, of which an extract is enclosed.

I am, &c.

G. Corner, Esq.
Vestry Clerk, St. Olave's.

Douglas Galton,
Captain Royal Engineers.

London, Brighton, and South Coast Railway.

London, Brighton, and South Coast Railway,
Secretary's Office, London, July 29, 1854.

Sir,

I have submitted to the Directors your communication of the 20th inst., enclosing a copy of a report from Major Wynne, on the state of this Company's arch over Bermondsey-street.

I am desired to inform you that the Directors have instructed their engineer to attend to the recommendation of the Board of Trade. At the same time they are glad to find that the Board of Trade concur in the opinion that no danger whatever need be apprehended.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Frederick Slight,
Secretary.

Appendix No. 77.

Level Crossing.

Monmouthshire Railway.

Appendix No. 77.

MONMOUTHSHIRE RAILWAY.

My Lords,

Newport, Monmouthshire, July 12, 1854.

Monmouthshire Railway Level Crossing.

I am directed by the Corporation, as the Local Board of Health, to forward you the enclosed copy of resolution passed at the sitting of the Board yesterday. Captain Wynne will no doubt recollect the dangerous nature of the crossings; indeed the mover of the resolution stated that he had only just then had a very narrow escape on his way to the Council House.

I have sent copy of resolution to the Company

I have, &c.

To the Lords of the
Committee of Privy Council for Trade,
&c. &c. &c.

Jno. S. Woollett.
Town Clerk, &c.

At a Meeting of the Newport Local Board of Health, held July 11th, 1854.

It was moved by Mr. Knapp, seconded by Mr. Townsend, and

Resolved,—"That it appearing that a promise was made by the chief clerk of the Monmouthshire Railway and Canal Company to Captain Wynne, about three months ago, that the railway crossing in Temple Street should be properly protected, and such protection not having been afforded, or further notice taken of the matter, this Board considers it necessary to call the attention of the Board of Trade to such crossing, being in a populous district and a leading thoroughfare, and highly dangerous; and the town clerk is requested to communicate this resolution as well to the Board of Trade as to the Monmouthshire Railway and Canal Company."

Railway Department, Board of Trade,
Whitehall, July 18, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 12th inst., transmitting a copy of a resolution of the Local Board of Health, calling attention to the unprotected state of the level crossing in Temple Street, Newport, and to inform you that their Lordships have directed Major Wynne, R.E., to make a further inquiry into the subject.

I am, &c.

Thomas Woollett, Esq.
Town Clerk.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 18, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to refer to you the enclosed communication which their Lordships have received from the town clerk of Newport relative to the unprotected state of the level crossing of the Monmouthshire

Railway at Temple Street, in the Town of Newport. My Lords request that you will inspect the level crossing in question, as well as the other adjacent level crossing, and, after reference to the former correspondence on this subject and a consideration of the circumstances affecting these level crossings, report to their Lordships thereon.

I am, &c.

Major Wynne, R.E.
&c. &c.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 8, 1854.

Sir,

I am directed, by the Lords of the Committee of Privy Council for Trade, to transmit to you, for the information of the Local Board of Health, the enclosed copy of a report which they have received from the officer appointed by their Lordships to inspect the level crossing of the Western Valleys Railway at Temple Street.

I am, &c.

The Town Clerk of
Newport, Monmouthshire.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, August 7, 1854.

Sir,

The Lords of the Committee of Privy Council for Trade, having by their minute, No. 2005, 17th July 1854, referred to me a letter from the town clerk of Newport, enclosing a resolution of the Local Board of Health, calling the attention of their Lordships to the unprotected state of a level crossing of the Western Valleys Railway over Temple Street, I beg to acquaint you, for their Lordship's information, that I have inspected the level crossing in question, and I find, that the part of the railway which crosses Temple Street, will be abandoned as soon as a branch which is in progress of construction is completed, which will probably be in the course of a few weeks; until then the Company propose placing a man to watch the crossing, and to warn the public of the approach of trains. As the crossing has existed for so many years in its present state, I think it is hardly necessary, for the short time it is likely to endure, to call upon the Company to erect gates, more especially as the Board of Health are quite satisfied with the promised arrangement of a man to watch the crossing.

I am, &c.

Geo. Wynne,
Major Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

Appendix No. 78.

NORTH UNION RAILWAY.

Lessees' Office, Preston, February 28, 1854.

Sir,

I am instructed by the Committee of the lessees of the North Union Railway, to solicit the interposition of the Board of Trade in a matter of difference between the corporation of Preston and the lessees, respecting the covering over of a certain footpath, called the "Syke" footway, which passes under the south end of Preston Station.

The Board of Trade has been made aware by Captain Simmons and Captain Wynne of the very large and increasing traffic passing north and south through Preston Station, and of certain difficulties which have delayed the improvement of this station, arising out of disputes with the East Lancashire Company, who, under special conditions, have become joint owners of the Preston Station.

For the solution of these difficulties and the settlement of these differences, the Committee of the North Union lessees have determined to apply to Parliament in the next session; the most important point being very materially to enlarge the station, and thus to give more ample accommodation to the public.

It is under these circumstances, with a station crowded with traffic, and consequently subject to numerous impediments and interruptions, imposing serious inconvenience not free from danger to the public, that the corporation of Preston are now endeavouring by process of indictment to constrain the lessees to uncover the Syke footpath, on which the lessees have placed their works, sidings, turntables, &c., thus threatening to curtail the too limited space available for the general traffic and public accommodation.

I am further instructed to represent to the Board of Trade, that the encroachment complained of, (namely, the extension of the arching over a footpath little used, in length about 27 yards,) though technically may perhaps be a nuisance, is in reality no inconvenience to the public, such as to afford sufficient ground for the corporation of Preston, to attempt by process of indictment to remove, to the serious detriment of the Company, and the danger of the public.

MISCELLANEOUS.
Appendix No. 78.
Preston Station.
North Union Railway.

The North Union Directors, therefore, request the interposition of the Board of Trade to induce the corporation of Preston to leave the "status quo" of the Syke footpath till after the next session of Parliament, when the Directors expect that a well devised plan for the enlargement of the station and the accommodation and security of the public will be carried into effect.

I am, &c.
J. CHAPMAN,
Secretary to the North Union Railway Company.

James Booth, Esq.
&c. &c.

London and North Western Railway Office,
Lime Street Station, Liverpool, April 3, 1854.

SIR,

THE lessees of the North Union Railway, by their secretary, Mr. Chapman, applied, some little time since, to the Board of Trade, requesting their interposition to stay an indictment for nuisance, on the part of the corporation of Preston, proceeding on the ground that a certain footpath, crossing the Preston Station, had been roofed over by the Railway Company.

The Directors of the North Union Railway propose to apply to Parliament in the next session, for powers to enlarge the Preston Station, and for the settlement of this question about the Syke footpath.

Captain Wynne has inspected this alleged nuisance, and the Directors trust that his report will warrant their Lordships in making such representations to the authorities in Preston, as may induce them to allow things to remain as at present till after the next session of Parliament.

As the indictment against the Railway Company is expected to come on on Thursday next, the Directors hope that any communication with the mayor or corporation of Preston, may take place before that day.

On behalf of the London and North Western, one of the lessee Companies.

I am, &c.
H. BOOTH.

The Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, April 4, 1854.

SIR,

The lessees of the North Union Railway having, by their secretary, requested the interposition of the Board of Trade to stay an indictment for nuisance, preferred by the corporation of Preston, on the ground that a certain footpath, called Syke-road, crossing the Preston Station, had been roofed over by the Railway Company, and this letter having been referred to me by their Lordships to report upon, I have the honour to acquaint you, for their information, that I visited Preston Station on the 21st March, and inspected the premises on which the alleged nuisance has been perpetrated.

The Syke-road, or footpath, which passes under the Preston Station, is a thoroughfare having a very small traffic over it. The entire length of the portion which is covered over by the station is 188 feet 9 inches; of this length 109 feet 5 inches has been roofed over, under sanction of Acts of Parliament. In 1839 the Railway Company roofed in a farther portion 32 feet 10 inches in length at the western end, and not very long since another piece on the same side 46 feet 6 inches in length. These two last have been done without authority, and constitute the nuisance. I walked through the covered part of the footpath and found that there was no deficiency of light in the day time, that it is kept swept and clean by the Company's servants, that at night it is lighted by two gas lamps, and that the Company are willing to put up additional lamps should the corporation think them necessary. The impression I received from my examination of the footpath was that the covered portion was fully as commodious, if not more so, than any other part.

Their Lordships are aware of the enormous traffic that passes through the Preston Station, and of the great difficulties which the circumstances of the station present to working the traffic through it; anything that would tend to cramp or lessen the present station accommodation would greatly increase these difficulties, and would thereby affect the public convenience, and perhaps safety. If the corporation persist in the indictment, and succeed in compelling the Company to unroof the 79 feet of the west side of the footpath, they will greatly increase the difficulties of the Company, by reducing their siding accommodation, and render the footpath, at the same time, far less commodious. I was unable to ascertain the views of the corporation on the subject, for although the town clerk promised to write to me and explain them, he has not done so, arising, I am sure, from no discourtesy on his part, but rather from want of time, occasioned by the assizes and the present agitated state of the town.

I know of no station where equal vigilance is required for the safe conduct of the traffic, and to do anything that would increase the difficulties to be contended with, is, in my opinion, much to be deprecated.

I am, &c.
GEORGE WYNNE,
Captain Royal Engineers.

To the Secretary of the
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, April 5, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to inform you that they received an application from the North Union Railway Company on the subject of an indictment for nuisance brought by the corporation of Preston against the Company, which proceeded upon the ground that a certain footpath crossing the Preston Station had been roofed over, and in consequence of that application they appointed Captain Wynne, one of their officers, to inspect the plan and to report to them thereon.

My Lords having received that report, direct me to forward to you a copy thereof, in order that it may be laid before the corporation for their information.

I am, &c.

The Town Clerk of Preston.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 5, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 3d instant, on the subject of the indictment to be preferred by the corporation of Preston against the North Union Railway Company for having covered the Syke footpath at the Preston Station, and to forward to you a copy of the report which they have received from Captain Wynne upon the subject, and also to inform you that my Lords have caused a copy of this report to be forwarded to the town clerk of Preston.

I am, &c.

H. Booth, Esq., the Secretary of the London and North Western Railway Company, Liverpool.

Douglas Galton,
Captain Royal Engineers.

Appendix No. 79.

SCOTTISH CENTRAL RAILWAY.

Scottish Central Railway, Secretary's Office,
Perth, February 27, 1854.

Sir,

I am desired by the Directors of this Company to inform you that, having strengthened the viaduct over the river Forth at Stirling, as explained in Mr. Agnew's letter to Captain Wynne, of date 18th instant, they are very anxious to have the restriction as to speed removed, and it will be very obliging if you can look into the matter and let me know, for the information of my Board, if there is any objection to such being done at once. The restriction, I may remark, was recommended in Captain Wynne's report, and has been carefully attended to hitherto, and acted upon.

I have, &c.

Captain Simmons, R.E.
Railway Department, Board of Trade.

John A. Jameson,
Secretary.

Railway Department, Board of Trade,
Whitehall, March 3, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ultimo, requesting that the restriction as to the speed of trains passing over the viaduct which carries the Scottish Central Railway over the river Forth at Stirling may be withdrawn, as the viaduct has been strengthened since it was inspected, and to inform you that their Lordships have appointed Captain Wynne, RE., to examine the viaduct in question at his early convenience.

I am, &c.

The Secretary of the Scottish Central Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 5, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, with reference to your letter of the 27th February last, requesting that the restriction placed by this department upon the speed of trains running over the bridge across the Forth at Stirling may be removed, to transmit to you the enclosed copy of a report which they have received from their inspecting officer upon this subject.

Miscellaneous.

Appendix No. 79.

Scottish Central Railway.

My Lords are glad to learn that the Company have so strengthened the bridge, as, in the opinion of that officer, to render it no longer necessary for the speed of the trains passing over it to be limited.

I am, &c.

The Secretary of the
Scottish Central Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 3, 1854.

Sir,

I have the honour to acquaint you for the information of the Lords of the Committee of Privy Council for Trade, that I have again inspected the viaduct of the Scottish Central Railway over the river Forth at Stirling. In my report of the 15th August, 1853, I recommended that trains should pass over it at a reduced speed, owing to its great flexibility; since then, a number of struts have been introduced, giving an additional point of support to each horizontal timber of the bridge midway between the abutment or pier and centre of the laminated arch girder. These struts, from their very oblique direction, do not afford the amount of support which they might be supposed to do; they nevertheless add somewhat to the stiffness of the bridge, and by distributing the moving load render the deflections more uniform.

I am therefore of opinion, under these circumstances, that their Lordships' restriction as to the speed of passing trains may be withdrawn without endangering the public safety.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Captain Royal Engineers.

Appendix No. 80.

Waterford and Kilkenny Railway.

Appendix No. 80.

WATERFORD AND KILKENNY RAILWAY.

Waterford and Kilkenny Railway, Secretary's Office,
17, Gracechurch Street, London, June 13, 1854.

Sir,

The Directors of this Company having received conflicting opinions as to the safety of the viaduct across the river Nore at Thomastown, on this line of railway, would feel obliged by your appointing your own engineer to examine the same, and report his opinion thereon at as early a date as possible.

I remain, &c.

Captain Simmons, R.E.
&c. &c.

William S. Parker,
Secretary.

Railway Department, Board of Trade,
Whitehall, June 14, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th inst., requesting that the viaduct carrying the Waterford and Kilkenny Railway across the river Nore at Thomastown may be inspected by an officer of this department, and to inform you that their Lordships have appointed Captain Wynne, R.E., to inspect the same.

I am, &c.

The Secretary of the
Waterford and Kilkenny Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, July 17, 1854.

Sir,

With reference to the application of the Directors of the Waterford and Kilkenny Railway, conveyed in your letter of the 13th ultimo, requesting their Lordships to cause an examination to be made of the timber viaduct which carries the Waterford and Kilkenny Railway over the River Nore at Thomastown, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the Officer appointed by their Lordships to inspect the timber viaduct in question, and to request you to lay it before the Directors for their consideration.

I am, &c.

The Secretary of the
Waterford and Kilkenny Railway Company.

Douglas Galton,
Captain Royal Engineers.

MISCELLANEOUS.

Appendix No. 80.

Waterford and Kilkenny Railway.

Railway Department, Board of Trade, Whitehall, July 11, 1854.

SIR,

THE Directors of the Waterford and Kilkenny Railway having requested, through their secretary, that the Lords of the Committee of Privy Council for Trade would direct an inspection to be made of the timber viaduct on their line, carrying the railway over the river Nore at Thomastown, in consequence of there being conflicting opinions with regard to its safety, I was directed by their Lordships to examine and report upon the structure.

The viaduct spans a single opening of 200 feet. It is composed of two lattice girders each 20 feet 6 inches deep, which are placed at a sufficient distance apart to carry a double line of railway between them; the top of each girder appears to have been originally horizontal, and the bottom to have had a camber of 20 inches. When the railway was opened in 1850, the viaduct was tested with a distributed load amounting to 146 tons, which caused a deflection of $2\frac{1}{2}$ inches. On the load being withdrawn, it was found that the structure had sunk permanently $1\frac{1}{4}$ inch. I tested the bridge with a weight somewhat in excess of the above, which caused a deflection of 1·8 inch. The structure did not immediately on the withdrawal of the load return to the same level, but did so very shortly after. Several subsequent trials that I made with the same load and at a high speed, produced similar deflections, and the viaduct returned each time after the passage of the load to its former level. The ends of each girder are bedded six feet in the masonry of the abutments; the masonry of the parapet lying over these ends is cracked, owing to the effect of the leverage of the girders when deflected, and the cracks are observed to open considerably while a train is passing over the viaduct. The resident engineer of the railway informed me that the viaduct permanently deflected about half an inch every three months. From a series of levels which I had taken of the viaduct from an opposite bank, it appears that the top of the west girder, which was originally horizontal has sunk 6·8 inches, the centre has sunk 2·7 inches, and the bottom of the girder has a camber of 6·6 inches instead of the original camber of 20 inches; allowing for the permanent deflection that the girders took in being subjected to the first load, the bottom has deflected about 12 inches during the four years that the line has been opened for traffic, giving an average deflection of three inches a year. The lately observed deflection has been at the rate of two inches, showing a considerable reduction on the average, and I have no doubt, had the deflection of the viaduct been carefully registered since the line has been opened, the permanent deflection would have been found to have decreased in a much greater ratio in the last year. As a piece of carpentry the viaduct is an excellent specimen of workmanship, and the material is of the best description, and does not exhibit the slightest appearance of decay; the only yielding I observed in any part of the framing was an opening of about half an inch in the central scarfs of the lowest horizontal band of the girders, which I was told was observed very shortly after the opening of the viaduct, and the lattices which are in tension appeared to be drawn about three-eighths of an inch out of the upper band of the girder near the abutments where the tensile strain is greatest. I am inclined to believe that the girders of the viaduct have nearly reached their maximum permanent deflection and under that belief I am satisfied, if not of the *continued* stability of the structure, that at least it will remain perfectly secure as a railway work for some years to come. I would suggest, however, that a bench mark should be established, and the deflections of the viaduct carefully taken and registered every two months, and I would, if the Company desired it, with their Lordships sanction, see the marks established, and visit the viaduct as occasion might offer.

I think the elasticity of the viaduct has been much impaired from the circumstance of the ends of the girders being embedded in the masonry of the abutments.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

GEO. WYNNE, *Major Royal Engineers.*

APPENDIX No. 81.

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

TERMS FOR THE USE OF THE RAILWAY BY ANOTHER COMPANY.

Shrewsbury and Chester Railway Act, 1854, 17 *&* 18 *Vict. c.* 120. *s.* 5.

Amendment of certain provisions of 14 & 15 Vict. c. 131. and 15 & 16 Vict. c. 146.

When and so often as any difference shall arise between the Company and the Trustees of the Birkenhead Docks, or between the Company and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, in respect of any of the matters specified in and provided for by the recited sections of the said recited Acts respectively, instead of the reference there provided, the matter so in difference shall be referred to and be determined by arbitration in the manner provided by the Railways Clauses Consolidation Act, 1845, with respect to the settlement of disputes by arbitration; and where the parties to such reference shall be the Company and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and the matter in difference shall relate to any tolls, rates, rentcharges, or other consideration, to be demanded and paid for the use of the railway or of the railway and stations and conveniences of either of the said Companies by the other of them, it shall

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

be competent to the arbitrators or umpire, as the case may be, to settle and award, as one of the matters to be determined upon such reference, the amount of tolls, rates, rentcharges, or other consideration, to be paid by the Company passing over and using with engines and carriages the railway of the other Company for and in respect of such use, and for and in respect of the use (if any) of stations, sidings, watering places, and other conveniences connected with the railway so passed over and used; and in settling such tolls, rates, rentcharges, or other consideration, the said arbitrators or umpire shall inquire into and make just and rateable allowance for any difference of circumstances in the case of the Company passing or claiming to pass over and using the railway belonging to the Company whose railway is or is claimed to be so passed over and used, and the case of such last-mentioned Company, if that Company shall themselves act as carriers, or of any other Company or persons passing over and using or sending traffic upon such last-mentioned railway, and shall settle such tolls, rates, rentcharges, or other consideration accordingly; and it shall be lawful for such arbitrators or umpire on any such reference to determine from what period, either before or after such award, not anterior to the period of claiming the arbitration, the tolls, rates, rentcharges, or other consideration so settled by them or him shall take effect for and against the said Companies respectively; and the right to pass over and use the line of such other Company as aforesaid shall not be suspended during the dependence of such arbitration, but the same shall be exercised as fully in all respects as if an award had been made, and the award shall include the period during the dependence of such arbitration, or such further period as the arbitrators or umpire, as the case may be, may determine and appoint; and the award or awards to be made from time to time under such arbitration or arbitrations shall, so long as no new arbitration is claimed on the like subject matter, be final and binding on the parties, and it shall not be lawful for the Company whose line is so passed over and used to demand or levy, in respect of the traffic of the Company passing over and using the same, any tolls or charges other than shall from time to time be fixed by such arbitration; and so much of the above-recited sections as is inconsistent herewith shall be and the same is hereby repealed, but the same shall in all other respects remain in the same force and effect as if this Act had not been passed: Provided always, that no such award shall be valid and binding on either of the said Companies until the same shall have been approved by the Board of Trade.

Hertford and Welwyn Junction Railway Act, 1854, 17 & 18 *Vict. c.* 127. *s.* 52.

Power to use a portion of the Great Northern Railway.

That it shall be lawful for the Company hereby incorporated to use the line of the Great Northern Railway between the point of junction aforesaid and the Welwyn Station, together with the said station, subject to such reasonable regulations and upon such terms and conditions as may from time to time be agreed upon between the Company hereby incorporated and the said Great Northern Railway Company, and for that purpose it shall be lawful for the Company hereby incorporated and the said Great Northern Railway Company to make and enter into contracts or agreements with reference to such use by the Company hereby incorporated of the said part of the said Great Northern Railway, and the stations, warehouses, works, and conveniences belonging thereto; and in case of difference between them, such terms and conditions shall be from time to time settled and determined by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations; Provided always, that if by virtue of the provisions herein contained the railway shall be used and worked by any other Railway Company than the Company hereby incorporated the power hereby granted to use the said portion of the Great Northern Railway and the Welwyn Station thereof shall cease.

Bradford, Wakefield, and Leeds Railway Act, 1854, 17 & 18 *Vict. c.* 160. *ss.* 56, 57, 58, 59, 60.

Provision as to the use of the Leeds Central Railway Station, and of portions of certain railways as may be necessary for the use of the station.

That it shall be lawful for the Company hereby incorporated, at all times hereafter, and also for the Lancashire and Yorkshire Railway Company, so long as such last-mentioned Company shall, either solely or in conjunction with any other Company under the provisions of this Act, work and use the said intended railway, to use and run over with their engines and carriages of every description all such parts of the Leeds Central Railway Station as may not, under or by virtue of the agreements herein-after mentioned or either of them, be or become the property of the London and North Western Railway Company exclusively, or be appropriated to the exclusive use of that Company, and to use and occupy the watering places, booking and other offices, warehouses, and other conveniences, or any of them, connected with such parts of the said station respectively; and it shall be lawful for the Great Northern Railway Company, so long as such last-mentioned Company shall, either solely or in conjunction with any other Company under the provisions of this Act, work and use the said intended railway, to use and run over with their engines and carriages of every description all such parts of the Leeds Central Railway Station as may not, under or by virtue of the same agreements or either of them, be or become the exclusive property or be appropriated to the exclusive use of the London and North Western Railway Company, or of that Company and the Lancashire and Yorkshire Railway Company jointly, and to use and occupy the watering places, booking and other offices, warehouses, and other conveniences, or any of them, connected with such last-mentioned parts of the said station

respectively; and it shall also be lawful for the Company hereby incorporated, at all times hereafter, and for the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them, so long as they or either of them shall work and use as before-mentioned the said intended railway, to use and run over with their engines and carriages of every description all such portions of the lines of railway from time to time belonging to the Lancashire and Yorkshire, the Great Northern, and the Leeds Northern Railway Companies, or any of them, within or immediately connected with the said station, as shall be reasonably required for giving to the engines and carriages of the Company hereby incorporated, and of the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them using the said intended railway as aforesaid, access to and the use of the said station, such user of the said portions of station respectively and of the said lines of railway to be upon such terms and conditions and on payment of such tolls, rates, and charges in respect thereof, as may be agreed upon between the Company hereby incorporated, or the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them, (as the case may be,) on the one part, and the several Companies for the time being interested in the said station and other accommodations aforesaid, and in the said lines of railway within or immediately connected with the same or any of them, or to whom the same respectively shall belong on the other part, and in case of dispute or difference between the Company hereby incorporated or the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them, as aforesaid, and any of such other Companies, as aforesaid, the matter in dispute or difference shall be referred to an arbitrator, to be appointed by the Board of Trade, who shall settle and determine the manner and extent of accommodation to be afforded by the Companies, or any one or more of them, to the Company hereby incorporated and the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them, as aforesaid, in respect of the use and occupation of the said station, buildings, lines of railway, works, and conveniences, and the tolls, rates, and charges or other consideration to be paid for such accommodation by the Company hereby incorporated, or the Lancashire and Yorkshire and Great Northern Railway Companies, or either of them as aforesaid, and to whom and how and when the same shall be paid, and generally the terms and conditions on which such accommodation shall be afforded; and the decision of such arbitrator shall be binding on all parties affected thereby, and it shall be competent for such arbitrator in and by any such award to order and direct the said Companies, or any or either of them, to do all such Acts as may be necessary or expedient for carrying the said arrangements into effect: Provided nevertheless, that the use by this Act granted of the said station or parts thereof shall be subject to and regulated by two certain agreements bearing date respectively the fourteenth day of June one thousand eight hundred and fifty-four, the one made between the London and North Western, the Great Northern, the Lancashire and Yorkshire, and the Leeds Northern Railway Companies, and the other made between the London and North Western Railway Company of the first part, the Lancashire and Yorkshire Railway Company of the second part, the Great Northern Railway Company of the third part, the Leeds Northern Railway Company of the fourth part, the Leeds, Bradford, and Halifax Junction Railway Company of the fifth part, and the promoters of the Company hereby incorporated of the sixth part.

Provision for use by Company of stations at Wakefield and portion of Lancashire and Yorkshire Railway.

That it shall be lawful for the Company hereby incorporated at all times hereafter, and also for the Great Northern Railway Company, so long as such last-mentioned Company shall, either solely or in conjunction with any other Company under the provisions of this Act, work and use the said intended railway, to use and run over with their engines and carriages of every description that portion of the railway of the Lancashire and Yorkshire Railway Company which lies between the junction therewith of the railway hereby authorized in the township of Wakefield, and the stations at Wakefield belonging to the Lancashire and Yorkshire and Great Northern Railway Companies, or one of them, with the works and conveniences connected therewith, or any or either of them, or any part thereof, upon such terms and conditions, and on payment of such tolls, rates, and charges in respect thereof, as may be agreed upon between the Company hereby incorporated and the Great Northern Railway Company or either of them, on the one part, and the Lancashire and Yorkshire Railway Company on the other part, and in case of dispute or difference between the Lancashire and Yorkshire Railway Company and either of such other Companies as aforesaid, the matter in dispute or difference shall be referred to an arbitrator to be appointed by the Board of Trade, who shall settle and determine the manner and extent of accommodation to be afforded by the said Lancashire and Yorkshire Railway Company to both or either of such other Companies as aforesaid, in respect of the use and occupation of the said portion of railway, works, and conveniences, and the tolls, rates, and charges, or other consideration, to be paid for such accommodation by the Company hereby incorporated, and the Great Northern Railway Company, or either of them, and how and when the same shall be paid, and generally the terms and conditions on which such accommodation shall be afforded; and the decision of such arbitrator shall be binding on all parties affected thereby, and it shall be competent for such arbitrator in and by any such award to order and direct the said Companies, or any or either of them, to do all such Acts as may be necessary or expedient for carrying the said arrangements into effect.

Provision for use by Company of stations at Wakefield.

That it shall be lawful for the Company hereby incorporated to use and run over with their engines and carriages of every description the stations at Wakefield belonging to the Lancashire and Yorkshire and Great Northern Railway Companies or one of them, and also to use and occupy the watering places, booking and other offices, warehouses, and other

conveniences connected therewith, or any of them, upon such terms and conditions, and on payment of such tolls, rates, and charges in respect thereof, as may be agreed upon between the Company hereby incorporated on the one part, and the Lancashire and Yorkshire and Great Northern Railway Companies on the other part; and in case of dispute or difference between the Company hereby incorporated and such other Companies as aforesaid, the matter in dispute or difference shall be referred to an arbitrator to be appointed by the Board of Trade, who shall settle and determine the manner and extent of accommodation to be afforded by the Lancashire and Yorkshire and Great Northern Railway Companies to the Company hereby incorporated in respect of the use and occupation of the said stations, watering places, offices, warehouses, and conveniences, and the tolls, rates, and charges, or other consideration, to be paid for such accommodation by the Company hereby incorporated, and to whom and how and when the same shall be paid, and generally the terms and conditions on which such accommodation shall be afforded; and the decision of such arbitrator shall be binding on all parties affected thereby, and it shall be competent for such arbitrator in and by any such award to order and direct the said Companies, or any or either of them, to do all such Acts as may be necessary or expedient for carrying the said arrangements into effect.

Provision for use by the Company of the Leeds, Bradford, and Halifax Junction Railway.

That the Leeds, Bradford, and Halifax Junction Railway Company shall allow the Company hereby incorporated, and the Lancashire and Yorkshire and Great Northern Railway Companies respectively, so long as they shall respectively work and use the railway hereby authorized, to use and run over with their engines and carriages of every description all or any part of the railways now belonging or hereafter to belong to the Leeds, Bradford, and Halifax Junction Railway Company, and also to use the stations, watering places, water, sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations of or belonging to the said Leeds, Bradford, and Halifax Junction Railway Company, on such terms and conditions, and on payment of such tolls, charges, rent, or other consideration as may from time to time be agreed upon between the parties respectively, or failing such agreement on such terms and conditions, and on payment of such tolls, charges, rent, or other consideration, as shall from time to time be determined by an arbitrator to be appointed by the parties between whom any such difference shall arise, or if the parties shall fail for a period of fourteen days to appoint an arbitrator, then by an arbitrator to be appointed by the Board of Trade on the application of either of such parties, and the decision of any such arbitrator shall be final and binding on the parties, and it shall not thereafter be lawful for the Leeds, Bradford, and Halifax Junction Railway Company to demand or levy in respect of the traffic passing to or from their railway any tolls or charges other than such as shall be fixed by such agreement or arbitration, anything in this Act to the contrary thereof in anywise notwithstanding: Provided always, that no such agreement shall be valid or binding on either of the said Companies until the same shall have been approved by the Board of Trade.

Providing for the use of the line by the Leeds, Bradford, and Halifax Junction Railway Company.

That the Company by this Act incorporated shall allow the Leeds, Bradford, and Halifax Junction Railway Company, and the Lancashire and Yorkshire and Great Northern Railway Companies respectively, so long as they shall respectively work and use the Leeds, Bradford, and Halifax Junction Railway, to use and run over with their engines and carriages of every description the railway by this Act authorized, or any part of the same, and also to use all stations, watering places, water, sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations connected therewith, on such terms and conditions, and on payment of such tolls, charges, rent, or other consideration, as may from time to time be agreed upon between the parties respectively, or failing such agreement, on such terms and conditions, and on payment of such tolls, charges, rent, or other consideration, as shall from time to time be determined by an arbitrator to be appointed by the parties between whom any such difference shall arise, or if the parties shall fail for a period of fourteen days to appoint an arbitrator, then by an arbitrator to be appointed by the Board of Trade, on the application of either of the said parties, and the decision of any such arbitrator shall be final and binding on the parties, and it shall not thereafter be lawful for the Company hereby incorporated to demand or levy, in respect of the traffic passing to or from the railway by this Act authorized, any tolls or charges other than such as shall be fixed by such agreement or arbitration, anything in this Act to the contrary thereof in anywise notwithstanding; Provided always, that no such agreement shall be valid or binding on either of the said Companies until the same shall have been approved by the Board of Trade.

Leasing the Railway.

London, Tilbury, and Southend Railway Deviation and Amendment Act, 1854, 17 & 18 *Vict, c.* 133, *ss.* 37, 38.

Company may lease undertaking to certain persons for a term of years.

That the Companies, with the consent of three-fifths of the votes of London, Tilbury, and Southend Extension shareholders present in person or by proxy at a meeting of such shareholders convened for that purpose, may demise and lease to Samuel Morton Peto, Edward Ladd Betts, and Thomas Brassey, their executors and administrators, for any term not exceeding 21 years from the passing of this Act, all or any part of the London, Tilbury, and Southend Extension Railway, and the property for the time being

vested in the Companies for the purposes of such undertaking, and all or any of the tolls, rates, and duties which the Companies are or may be empowered to raise and levy, and all or any of the rights, powers, and privileges of which the Companies are or may be or become possessed, at or under such annual or other rents, or for or in consideration of such share of the gross or net earnings or profits, or for such other considerations, and with, under, and subject to such powers, provisoes, stipulations, conditions, and agreements as the Companies from time to time approve.

Board of Trade may determine lease at the end of ten years.

Provided, that it shall be lawful for the Board of Trade, if in the opinion of the said Board the further continuance of such lease would be injurious to the public, to determine the said lease at the expiration of 10 years after the commencement thereof, upon giving 12 months previous notice to that effect to the Companies and to their lessees respectively, or at the expiration of any such 10 years then at any subsequent time, upon giving the like notice.

Terms of Amalgamation.

Eastern Counties, and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways Act, 17 & 18 *Vict. c.* 220. *ss.* 19, 20.

Eastern Counties Company to deposit before 1862 a bill for amalgamating the five Companies.

At or before the time which shall be fixed by the standing orders of the House of Commons for the deposit of local and personal bills in the private bill office of the House of Commons for the session of Parliament next following the 31st day of December in the year one thousand eight hundred and sixty-one, the Eastern Counties Company shall deposit in the private bill office of the House of Commons a bill containing provision for an amalgamation of the five Companies and their respective undertakings, on such terms and conditions, framed upon and consistent with the basis of the said several recited agreements respectively, as the five Companies respectively mutually agree on, or as, in case of any difference between them or any of them, the Board of Trade shall have decided, and by such bill provision shall be made for the repeal of the several recited Acts (except the ninth and tenth of the Queen, chapter seventy-six, and the tenth of the Queen, chapters eleven, eighteen, and twenty-one,) and this Act respectively, and for the re-enactment of such of the clauses and provisions thereof as it may be expedient to re-enact, and with any other clauses and conditions necessary or proper for the purposes of such amalgamation, and shall use their utmost reasonable endeavours to procure the enactment of the bill.

Board of Trade to decide questions between the Companies as to terms of amalgamation.

The Board of Trade may from time to time entertain any application by the five Companies or any of them for the decision by the Board of any question between them or any of them as to the terms and conditions, on the basis aforesaid, upon which such amalgamation is to be effected, and may cause all such inquiries and require all such explanations with reference thereto to be made and given as the Board think fit, and may decide every such question as the Board think fit, and the bill submitted to Parliament shall be in accordance with any decision of the Board of Trade prior to the introduction thereof.

Traffic Arrangements.

Whitehaven, Cleator, and Egremont Railway Act, 1854, 17 *Vict. c.* 64, *ss.* 45, 46. 48.

Power to enter into certain traffic arrangements with other Companies.

The Company hereby incorporated may from time to time enter into any agreement or agreements with the Whitehaven and Furness Junction Railway Company, and also with the Whitehaven Junction Railway Company, or either of them, with respect to the following purposes, or any of them; (that is to say,)

The use by the Company hereby incorporated of all or any part of the railways of the Whitehaven and Furness Junction Railway Company, and of the Whitehaven Junction Railway Company, which are or shall be situated in the several townships or parishes of Hensingham, Preston Quarter, Whitehaven, and Saint Bees, all in the county of Cumberland, or any of them, and the use of the works and conveniences belonging thereto respectively:

The conveyance by the Company hereby incorporated of the whole or any part of the traffic upon the said portions of the said railways:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by this Act and the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The reference to arbitration of any differences or dispute which may happen or arise between the said Companies, or either of them, respecting the premises in the manner prescribed by "The Railway Clauses Consolidation Act, 1845."

Duration of agreement, which shall be approved by Board of Trade, and not to affect persons not parties thereto.

Any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate; upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies, parties thereto, in special meeting assembled for that purpose.

Agreement may be renewed with the approval of the Board of Trade, but public notice to be given of the same.

At the expiration of any such agreement, the said companies respectively, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid, and so from time to time, but not for a longer period than ten years at any one time: provided, that before such Companies respectively shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Darlington and Barnard Castle Railway Act, 1854, 17 & 18 *Vict. c.* 115. *ss.* 40, 41. 43.

Power for certain Companies to enter into traffic arrangements.

That the Stockton and Darlington Railway Company and the Darlington and Barnard Castle Railway Company may from time to time enter into agreements with respect to the following purposes or any of them, (that is to say,)

The use and working by the Stockton and Darlington Railway Company of all or any part of the railways of the Darlington and Barnard Castle Railway Company, and the use of the works and conveniences belonging thereto:

The conveyance by the Stockton and Darlington Railway Company of the whole or any part of the traffic upon the said railways:

The division and appointment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Stockton and Darlington Railway Company of the rolling or working stock belonging to the Darlington and Barnard Castle Railway Company, or any part thereof:

The management, maintenance, and repair of the said railways:

The costs and expenses of such working, management, maintenance, and repair:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the Stockton and Darlington Railway to and along the Darlington and Barnard Castle Railway or any part thereof, or which may be conveyed upon and from the Darlington and Barnard Castle Railway to and along the Stockton and Darlington Railway or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other considerations to be paid by either of the said Companies to the other of them by virtue of the said agreement.

Duration of agreement, but to be approved by Board of Trade.

That any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other company; but all other persons and companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Agreements not to affect persons not parties thereto.

Agreement may be renewed with the approval of the Board of Trade, but public notice to be given of the same.

That at the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid, provided that, before such Companies shall enter into any such further

agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated, and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Dowlais Railway Act, 1854, 17 & 18 *Vict. c.* 116. *s.* 31.

Power to make arrangements with certain Railway Companies.

Contracts not to affect persons not parties thereto.

That the Dowlais Iron Company and the Taff Vale Railway Company and the Vale of Neath Railway Company respectively from time to time may enter into, make, and carry into effect all such contracts and arrangements with reference to the branch railway and works, and the user thereof, as they mutually think fit: Provided always, that no such contracts or arrangements as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls of which the respective Companies, parties to such contracts, shall for the time being be respectively authorized and entitled to demand or receive from any person or any other Company, but that all other persons and Companies shall, notwithstanding any such contract be entitled to the use and benefit of any of the said railways, upon the same terms and conditions and on payment of the same tolls as they would have been in case no such contracts had been entered into; and the several Companies who may become parties to any such contract or arrangement shall not, nor shall any of them, be thereby in any manner relieved from any obligation as to charging tolls equally to all persons under like circumstances to which those Companies are now respectively subject and liable by virtue of the several Acts relating to such Companies respectively or otherwise: provided also, that no such contract or arrangement shall be binding or in operation for any longer period than ten years from the making thereof, unless with the consent in writing of the Board of Trade obtained on application to them in writing by either of the Companies parties thereto, at the expiration of such period of ten years.

East Suffolk Railway Act, 1854, 17 & 18 *Vict. c.* 119. *s.* 57.

Reserving power of making arrangements with Norfolk Railway Company for working the railway between Haddiscoe and Halesworth.

And whereas it was by "The Norfolk Railway (Regulation of Capital) Act, 1852," enacted, "that it should be lawful for the Norfolk Railway Company, and also for the Halesworth, Beccles, and Haddiscoe Railway Company, by and with the authority and approbation of three fifths in value of the proprietors present, either personally or by proxy, at some general meeting of each of the said Companies specially convened for the purpose, from time to time to make and enter into contracts or agreements for working and using the railway by the Halesworth, Beccles, and Haddiscoe Railway Act, 1851," authorized to be constructed, or any part or parts thereof respectively, or for the maintenance and repair thereof, or for or in respect of the traffic passing along the same, or any part thereof, and also along the Norfolk Railway, or any part thereof, as the said Companies might deem advisable, subject to the provisions of "The Railways Clauses Consolidation Act:" be it enacted, that such provisions shall continue in full force, and shall apply to the East Suffolk Railway Company, and to the main line between the terminus at Haddiscoe and Halesworth, and to the Haddiscoe branch, in like manner as it would, but for the passing of this Act, have applied to the Halesworth, Beccles, and Haddiscoe Railway Company, and to the Halesworth, Beccles, and Haddiscoe Railway: provided always, that no such contract or agreement as aforesaid shall continue in force for more than ten years; but it shall be lawful for the said Companies at the expiration of such period, with the like authority and approbation as aforesaid, to enter into any such fresh contract or agreement for the purpose aforesaid as shall be approved of by the Board of Trade.

Horncastle Railway Act, 1854, 17 & 18 *Vict. c.* 143. *ss.* 28. 32.

Railway to be worked by the Great Northern Railway Company.

When the railway (including a station at Horncastle, and the works at the junction of the railway with the Great Northern Railway at the Kirkstead Station,) shall be completed to the reasonable satisfaction of the principal engineer for the time being of the Great Northern Railway Company, and shall be ready to be opened for public traffic, the last-named Company shall immediately and for ten years thereafter, at their own expense, efficiently work the railway, and indemnify the Company against all liabilities, loss, costs, charges, damages, and expenses, claims and demands, of every kind, in any manner connected with or arising out of the working of the railway, and shall provide all necessary engines, carriages, trucks, and waggons, and all other plants, stores, and materials, and shall appoint and remunerate all necessary clerks, porters, gatekeepers, and other officers and servants for the efficient working of the railway, and shall duly and efficiently convey all passengers, goods, cattle, and other matters thereon; and the Great Northern Railway Company shall

Appendix No. 81.
Clauses in Railway Acts.
Session 1854.

receive from time to time the tolls and charges to be demanded and received in respect of the railway, subject to the provisions of this Act, and shall pay all the rates, taxes, and other outgoings affecting the railway and the stations and works connected therewith, and shall run three passenger trains at the least to and fro each day from end to end of the said railway, excepting on Sundays, when they are only required to run one passenger train to and fro; provided always, that during the fairs at Horncastle, and on other special occasions, the Great Northern Railway Company shall run at the least as many passenger trains to and fro as one sufficient engine can safely convey; and the Great Northern Railway Company shall have the power to fix and determine at what stations on the railway the said trains so required to be run by the Great Northern Railway Company shall stop, and with which of the Great Northern Railway Company's trains they shall be connected.

As to renewal of agreement.

It shall be lawful for the Board of Trade from time to time after the expiration of the said term to continue the arrangement provided by this Act as between the Great Northern Railway Company and the Company hereby incorporated, upon the application of the last-named Company, notwithstanding the refusal of the Great Northern Railway Company, and it shall be lawful for the said Board to vary the said agreement with the concurrence of both Companies.

Leominster and Kington Railway Act, 1854, 17 & 18 *Vict. c.* 144. *s.* 30.

Company may contract with the Shrewsbury and Hereford Railway Company as to joint use of railway.

It shall be lawful for the Company from time to time to contract and agree with the Shrewsbury and Hereford Railway Company for or in respect of the joint use of the railway hereby authorized, and for or in respect of the interchange of traffic, and all contracts and agreements which may be made between the said Companies for any of the Purposes aforesaid, sealed with their respective common seals, shall, if they are in accordance with the powers given by this Act, or the Acts incorporated herewith, be valid at law, and binding to all intents and purposes whatsoever: Provided always, that no such contract or agreement shall be in force in the first instance for more than ten years, but on the expiration of such period it shall be lawful for either Company, upon giving one month's previous notice of such application in a London and also in a Herefordshire paper, to apply to the Board of Trade for their consent to a renewal of any such contract or agreement, and upon such consent being obtained it shall be lawful for the Companies to make and enter into any new contract or agreement for the purposes aforesaid, subject nevertheless to such terms and conditions as may be prescribed by the Board of Trade, and so that no such contract or agreement shall empower either of the said Companies to take any higher tolls than they would be empowered to take if there was no such contract or agreement.

Ayr and Maybole Junction Railway Act, 1854, 17 & 18 *Vict. c.* 146. *ss.* 42, 43. 45.

Power for the Company and the Glasgow and South Western Railway Company to enter into traffic arrangements.

That the Company and the Glasgow and South Western Railway Company may from time to time enter into agreements with respect to the following purposes, or any of them; (that is to say,)

The use and working by the Glasgow and South Western Railway Company, of all or any part of the railway of the Company, and the use of the works and conveniences belonging thereto;

The conveyance by the Glasgow and South Western Railway Company of the whole or any part of the traffic upon the said railway:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Company of the rolling or working stock belonging to the Glasgow and South Western Railway Company, or any part thereof:

The management, maintenance, and repair of the said railway:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway hereby authorized to and along the Glasgow and South Western railway, or any part thereof, or which may be conveyed upon and from the Glasgow, and South Western railway to and along the railway hereby authorized, or any part thereof:

The collection, delivery, and general conduct of such traffic;

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement.

Duration of agreement, and to be approved by

That any such agreement shall not be for more than ten years; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade;

and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls rates, and charges as they would have been in case no such agreement had been entered into: Provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Board of Trade, but not to affect persons not parties thereto.

That at the expiration of the said agreement, the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that, before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed with the approval of the Board of Trade, but public notice to be given.

Perth and Dunkeld Railway Act, 1854, 17 & 18 *Vict. c.* 148, *ss.* 42, 43.

Subject to the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, it shall be lawful for the Company and the Scottish Midland Junction Railway Company to make, enter into, and complete any contracts, arrangements, and agreements which may by them be deemed necessary or advisable for the working and use of the railway hereby authorized or any part thereof, and for the regulation or management of the traffic thereon and generally for or in respect of all such matters and things as may be deemed necessary or advisable for the proper and efficient working of the said railway or any part thereof, when completed, in such manner as may be agreed upon; and all such contracts, arrangements, and agreements which may have been made or entered into prior to the passing of this Act shall, so far as consistent with the provisions of this Act, be as valid and effectual as if made and entered into under the powers of this Act: Provided always, that any such agreement shall not be for more than ten years; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railway upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: Provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto, in special meeting assembled for that purpose.

Providing for agreements for working the railway

Duration of agreement.

Agreements to be approved by Board of Trade, and not to affect persons not parties thereto.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided, that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed, with the approval of the Board of Trade.

Public notice to be given.

Agreement inoperative until approved by the Board of Trade.

North Yorkshire and Cleveland Railway Act, 1854, 17 & 18 *Vict. c.* 151, *ss.* 44, 45. 47.

That the Leeds Northern Railway Company, the York and North Midland Railway Company, and the West Hartlepool Harbour and Railway Company, or any one or more of them, and the North Yorkshire and Cleveland Railway Company, may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

Powers to enter into traffic arrangements.

The use and working by the Leeds Northern Railway Company, the York and North Midland Railway Company, and the West Hartlepool Harbour and Railway Company,

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

or any one or more of them, of all or any part of the railway of the North Yorkshire and Cleveland Railway Company, and the use of the works and conveniences belonging thereto:

The conveyance by the Leeds Northern Railway Company, the York and North Midland Railway Company, and the West Hartlepool Harbour and Railway Company, or any one or more of them, of the whole or any part of the traffic upon the said railway:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Leeds Northern Railway Company, the York and North Midland Railway Company, and the West Hartlepool Harbour and Railway Company, or any one or more of them, of the rolling or working stock belonging to the North Yorkshire and Cleveland Railway Company or any part thereof:

The management, maintenance, and repair of the said railway:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway of the Leeds Northern Railway Company, the York and North Midland Railway Company, and the West Hartlepool Harbour and Railway Company, or any one or more of them, to and along the North Yorkshire and Cleveland Railway or any part thereof, or which may be conveyed upon and from the North Yorkshire and Cleveland Railway to and along the Leeds Northern Railway, the York and North Midland Railway, and the West Hartlepool Harbour and Railway, or any one or more of them or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreements.

Duration of agreement.

That any such agreement shall not be for more than ten years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Company shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: Provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto, in special meeting assembled for that purpose.

Agreement to be approved by the Board of Trade, and not to affect persons not parties thereto.

Agreement may be renewed with the approval of the Board of Trade.

That at the expiration of the said Agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid, provided that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity, until the same shall have been approved of by the Board of Trade.

Public notice to be given of the intention to enter into agreements, and to be inoperative until approved by the Board of Trade.

South Wales Railway Act, 1854, 17 & 18 *Vict. c.* 158, *s.* 10.

Power to make certain arrangements with the Vale of Neath Railway Company, as to traffic on certain parts of South Wales Railway.

That it shall be lawful for the South Wales Railway Company and the Vale of Neath Railway Company from time to time to enter into and to carry into effect such agreements as they may think fit, for or in respect of the passage of the traffic of the last-mentioned Company over and along the line of railway of the South Wales Railway Company between the Briton Ferry Dock and the South Wales Railway Company's station at Neath, and also for or in respect of the conveyance or carriage of such traffic by the South Wales Railway Company, upon payment in either case by the Vale of Neath Railway Company of such sum or sums of money, in gross or otherwise, for such period and upon such terms and conditions as the said two Companies may mutually agree upon: Provided always, that if at the expiration of ten years from the making of any such agreement the

Board of Trade shall be of opinion that the public interests are injuriously affected by any of the terms or conditions thereof, it shall be lawful for the said Board to require the said Companies to modify the terms and conditions of such agreement in such manner as the said Board shall think necessary for removing such public injury: Provided also, that no such agreement shall in any manner alter, affect, increase, or diminish any of the tolls which the said Companies respectively shall, for the time being, be authorized and entitled to demand and receive from any person or any other Company, but that all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the said portion of railway upon the same terms and conditions and on payment of the same tolls as they would have been in case no such agreement had been entered into.

Wells and Fakenham Railway Act, 1854, 17 & 18 *Vict. c.* 180, *ss.* 40. 43.

Power for certain Railway Companies to enter into traffic arrangements.

The Norfolk Railway Company and the Wells and Fakenham Railway Company may from time to time enter into agreements with respect to the following purposes, or any of them; (that is to say,)

The use and working by the Norfolk Railway Company of all or any part of railways of the Wells and Fakenham Railway Company, and the use of the works and conveniences belonging thereto:

The conveyance by the Norfolk Railway Company of the whole or any part of the traffic upon the said railways:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The use or purchase by the Norfolk Railway Company of the rolling or working stock belonging to the Wells and Fakenham Railway Company, or any part thereof:

The management, maintenance, and repair of the said railways:

The costs and expenses of such working, management, maintenance, and repairs:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the Norfolk Railway to and along the Wells and Fakenham Railway, or any part thereof, or which may be conveyed upon and from the Wells and Fakenham Railway to and along the Norfolk Railway, or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways, or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respectives railways, or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them, by virtue of the said agreement:

Duration of agreement to be approved by Board of Trade.

Any such agreement shall not be for more than 10 years; and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person, or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto, in special meeting assembled for that purpose.

Agreements not to affect persons not parties thereto.

Agreement may be renewed with the approval of the Board of Trade, but public notice to be given of the same.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid: provided that, before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by the Board of Trade.

Selkirk and Galashiels Railway Act, 1854, 17 & 18 *Vict. c.* 199, *ss.* 46, 47. 49.

Arrangements may be made with the North British Railway Com-

Subject to the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," the Company and the North British Railway Company may from time to time

pany for purposes herein named.

enter into agreements with respect to the following purposes, or any of them; (that is to say,)

The use and working by the North British Railway Company of all or any part of the railway of the Company, and the use of the works and conveniences belonging thereto:

The conveyance by the North British Railway Company of the whole or any part of the traffic upon the railway:

The management, maintenance, and repair of the railway:

The costs and expenses of such working, management, maintenance, and repairs:

The regulation of trains to be run between Selkirk and Galashiels, and the fixing of the tolls, rates, and charges in respect of the traffic on the railways between those places, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to the respective Companies:

The collection, taking, and levying of the said tolls, rates, and charges:

The division and apportionment between the said Companies of the tolls and receipts arising from traffic between Selkirk and Galashiels on the railway hereby authorized, and on the portion of the Hawick branch of the North British Railway which lies betwixt the point of junction of the railway hereby authorized and the Galashiels Station of the said Hawick branch:

Provided always, that any such agreement which may have been entered into prior to the passing of this Act shall be as valid and effectual as if made and entered into under the powers of this Act, if the same shall be in conformity with the provisions of this Act.

Duration of agreement, and to be approved by Board of Trade, but not to affect persons not parties thereto.

Any such agreement shall not be for more than 10 years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

Agreement may be renewed with the approval of the Board of Trade, but public notice to be given.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that, before such Companies respectively shall enter into any such further agreements as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by the Board of Trade.

Stockport, Disley, and Whaley Bridge Railway Act, 1854, 17 & 18 *Vict. c.* 200, *ss.* 54, 55. 57.

Power to enter into traffic arrangements with London and North Western Railway Company.

That the Company and the London and North Western Railway Company may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

The use and working by the London and North Western Railway Company of all or any part of the railway of the Company, and the use of the works and conveniences belonging thereto:

The conveyance by the London and North Western Railway Company of the whole or any part of the traffic upon the said railway:

The division and apportionment of such traffic between the said Companies:

The supply of any rolling or working stock required for such purposes:

The management, maintenance, and repair of the said railway:

The costs and expenses of such working, management, maintenance, and repairs:

The collection, delivery, and general conduct of such traffic:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon the railway or any part thereof, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them by virtue of the said agreement.

Duration of agreement, and to be approved of by Board of Trade, but not to affect persons not parties thereto.

That any such agreement shall not be for more than 10 years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade, and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for

the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions and on payment of the same tolls, rates, and charges as they would have been in case no such agreement had been entered into: Provided always, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by the shareholders of the several Companies parties thereto in special meeting assembled for that purpose.

That at the expiration of the said agreement the said companies, with the consent in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the the purposes aforesaid: Provided that, before such Companies shall enter into any such further agreement as aforesaid, they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such Agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed with approval of Board of Trade.

Notice to be given of intended agreements.

Salisbury and Yeovil Railway Act, 1854, 17 & 18 *Vict. c.* 215, *ss.* 44, 45.

That the Company and the London and South Western Railway Company may from time to time enter into agreements with respect to the following purposes, or any of them; (that is to say,)

Power for the Company and London and South Western Railway Company to enter into traffic arrangements.

The use and working by the London and South Western Railway Company of all or any part of the railway, and the use of the works and conveniences belonging thereto:

The conveyance by the London and South Western Railway Company of the whole or any part of the traffic upon the railway:

The division and apportionment of such traffic between the said companies:

The supply of any rolling or working stock required for such purposes:

The use by the London and South Western Railway Company of the rolling or working stock belonging to the Company, or any part thereof:

The management, maintenance, and repair of the railway:

The costs and expenses of such working, management, maintenance, and repair:

The forwarding, interchange, and transmission upon or over the respective railways of the said Companies of any passenger or other traffic which may be conveyed upon and from the railway to and along the railways of the London and South Western Railway Company or any part thereof, or which may be conveyed upon and from the railways of the London and South Western Railway Company or any part thereof to and along the railway or any part thereof:

The collection, delivery, and general conduct of such traffic:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges:

The division between the said Companies of the receipts arising from the traffic upon their respective railways or any part thereof respectively, subject to any deductions to be made therefrom, or any rent or other consideration to be paid by either of the said Companies to the other of them by virtue of the said agreement:

Provided always, that any such agreement shall not be for more than 10 years, and no such agreement shall have any operation until the same shall have been approved of by the Board of Trade; and no such agreement as aforesaid shall in any manner alter, affect, increase, or diminish any of the tolls, rates, or charges which the said Companies shall for the time being be respectively authorized and entitled to demand and receive from any person or any other Company, but all other persons and Companies shall, notwithstanding any such agreement, be entitled to the use and benefit of the railways to which the said agreement may relate, upon the same terms and conditions, and on payment of the same tolls, rates, and charges, as they would have been in case no such agreement had been entered into: Provided also, that the said Board shall not approve such agreement without being satisfied that the same has been duly assented to by shareholders of the London and South Western Railway Company in special meeting assembled for that purpose either before or after the passing of this Act, and holding at least three fifths of the paid-up capital of that Company represented at such meeting personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company in special meeting assembled for the like purpose after the passing of this Act.

Duration of agreement, but to be approved by Board of Trade.

Agreements not to affect persons not parties thereto.

That at the expiration of the said agreement the said Companies, with such respective consent as aforesaid in special meeting of the shareholders of such Companies respectively, and subject to the approval of the Board of Trade, may enter into a further

Agreement may be renewed with the approval of the Board of Trade.

Public notice to be given of the intention to enter into agreements.

agreement for all or any of the purposes aforesaid; provided that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of two successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement, and desiring to object thereto, may bring such objections before the Board of Trade, and no such agreement shall be valid at law or in equity until the same shall have been approved by the Board of Trade: Provided always, that no such contract or agreement shall have any operation or effect unless and until the same shall have been submitted to and approved by shareholders of the London and South Western Railway Company in special meeting assembled for that purpose, and holding at least three fifths of the paid-up capital of that Company, represented at such meeting personally or by proxy, such shareholders being qualified to vote thereat in right of such capital, and by the shareholders in the Company present personally or by proxy at a meeting of the Company specially convened for that purpose; and every such meeting shall be convened by advertisements inserted for two successive weeks in a morning newspaper published in London, and in some newspaper of the county in which the principal office of each Company which may be a party to such agreement shall be situate.

Agreement inoperative until approved by the Board of Trade.

Meeting how to be convened.

Carmarthen and Cardigan Railway Act, 17 & 18 *Vict. c.* 218, *ss.* 48. 51.

South Wales and Carmarthen and Cardigan Railway Companies may enter into traffic arrangements.

The South Wales Railway Company and the Carmarthen and Cardigan Railway Company may from time to time enter into agreements with respect to the following purposes or any of them; (that is to say,)

The use by the South Wales Railway Company of all or any part of the railway of the Carmarthen and Cardigan Railway Company, and the use of the works and conveniences belonging thereto:

The fixing of the tolls, rates, and charges to be levied or taken by the said Companies in respect of the traffic conveyed over their several railways or any part thereof respectively, not exceeding the maximum tolls, rates, and charges authorized by the Acts of Parliament relating to such railways respectively:

The collection, taking, and levying of the said tolls, rates, and charges.

Agreement may be renewed, with the approval of the Board of Trade.

At the expiration of the said agreement the said Companies, with the consent in special meeting of the shareholders of such Companies, respectively, and subject to the approval of the Board of Trade, may enter into a further agreement for all or any of the purposes aforesaid; provided that before such Companies shall enter into any such further agreement as aforesaid they shall give notice of their intention to enter into such agreement by advertisement, in a form to be approved of by the Board of Trade, inserted once in each of three successive weeks in some newspaper published or circulating in each county in which any part of the railway or railways to which such proposed agreement relates is situated; and every such notice shall set forth within what time and in what manner any Company or person aggrieved by such proposed agreement and desiring to object thereto may bring such objections before the Board of Trade; and no such agreement shall be valid at law or in equity until the same shall have been approved of by the Board of Trade.

Public notice to be given of the intention to enter into agreements.

Agreement inoperative until approved by the Board of Trade.

Working Arrangements.

Eastern Counties, and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways Act, 1854, 17 & 18 *Vict. c.* 220, *ss.* 4. 6, 7, 8. 17.

Power for Companies to enter into agreements.

The Eastern Counties Company, on the one hand, and all or any of the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railway Companies (in this Act called the four Companies) on the other hand, may from time to time enter into such agreements for any of the purposes of this Act as they respectively from time to time think fit, and the five Companies may from time to time by mutual agreement modify the terms and conditions of the several recited agreements respectively; and every agreement from time to time entered into under the authority of this Act shall be as valid and effectul as if it were fully recited in this Act, and the terms and conditions thereof were by this Act expressly enacted; provided, that if any agreement to which all the five companies shall not be parties shall be objected to by any of the Companies not party thereto, on the ground that the same or any provision thereof is inconsistent with any subsisting agreement with the objecting Company, or is or may be prejudicial to the interests of such Company, such agreement shall not take effect without the sanction of the Board of Trade, given upon full consideration of such objection, and shall be subject to such modifications, if any, in respect of such objection, as the Board of Trade may direct.

Approval of Board of Trade.

Provided also, that every supplemental agreement entered into between the Eastern Counties Company and any one or more of the four Companies, under the authority and for any of the purposes of this Act, shall be subject to the approval of the Board of Trade,

and any such agreement shall not be operative until a certificate in writing under the seal of that Board be obtained.

Inquiries by Board of Trade.

The Board of Trade may from time to time entertain any application for their approval of any such agreement, and may cause all such inquiries and require all such explanations with reference thereto to be made and given as they think fit, and may, if they think fit, appoint any person to act for them in the matter, and to report to them thereon, and may allow to such person for the performance of such duties such reasonable remuneration as that Board think fit, and may, if they think fit, require such remuneration to be paid before they certify their approval of the agreement, and the same shall be paid by the Companies, parties to the agreement, or any of them, as that Board directs.

Arrangements expressly authorized by Act not to be objected to by Board of Trade.

Provided always, that any terms of arrangement which are expressly authorized by this Act, or which are properly incident to or consequent on any terms of arrangement expressly authorized by this Act, shall not be deemed by the Board of Trade to be calculated to affect prejudicially the interests of the public.

Company not to close the Victoria Station at Norwich.

It shall not be lawful for the Company to close or discontinue the Victoria Station at Norwich now belonging to the Eastern Union Railway Company, or to do or omit to do any matters or things so as to prejudice or impair the use of the same by the public, and the railway belonging to the last-mentioned Company shall, after the passing of this Act, be as fairly and efficiently worked and kept up as a route between Norwich and London as the same was worked and kept up before and at the time of the passing of this Act; and if the Eastern Counties Railway Company shall do or omit to do anything contrary to the provisions of this present enactment, it shall be lawful for the Board of Trade to make such order with respect to the working and keeping up of the said station and railway as that Board may think proper; and any Company or person complaining against the Eastern Counties Railway Company of anything done or omission made in violation or contravention of this enactment shall have the like remedies for enforcing this enactment as are provided by an Act made and passed in the present session of Parliament, intituled an Act for the better regulation of the traffic on railways and canals, and the provisions of the said Act shall apply to this enactment.

If Eastern Counties Company do anything contrary to this enactment, the Board of Trade may make such order as they may think proper. 17 & 18 Vict. c. 31.

Remedy of Inconveniences.

North Eastern Railway Company's Act, 1854, 17 & 18 *Vict. c.* 211. *s.* 70.

Treasury, &c. may require inconveniencies and evils to be remedied.

That if at any time after the passing of this Act it shall appear to the Lords Commissioners of Her Majesty's Treasury or the officers of the Government department charged for the time being with the supervision of railways to be necessary for the interests of the public, it shall be lawful for the said Lords Commissioners or other government officers to require the Company to proceed forthwith to the correction or prevention of any inconveniences or evils by the Lords Commissioners or other officers specified; and upon the failure or inability of the Company to comply with the requisitions of the said Lords Commissioners or other officers in the particulars aforesaid within the period of six months from the date of such requisition, it shall be lawful for the said Lords Commissioners or other officers to serve the Company with notice to introduce into Parliament in the then existing session if Parliament should be then sitting, and if not, in the then next ensuing session, a bill or bills for amending this Act in such particulars as aforesaid, and thereupon the Company shall and they are hereby required to introduce such bill or bills accordingly, and duly to prosecute the same; in default whereof it shall be lawful for the said Lords Commissioners or other officers to introduce or prosecute (as the case may be) such bill at the expense of the Company: provided always, that nothing herein contained shall be held in any way to alter or affect the provisions of an Act passed in the present session of Parliament, intituled "The Railway and Canal Traffic Act, 1854," but the said Act shall apply to the said North Eastern Railway Company in all respects whatsoever in addition to and wherever necessary or applicable in furtherance of the last-mentioned provisions, and without prejudice to the same.

Nothing to affect provisions of 17 & 18 Vict. c. 31.

Regulating Number of Trains.

Metropolitan Railway Act, 1854, 17 & 18 *Vict. c.* 221, *s.* 187.

The Board of Trade may require number of trains to be reduced.

That in case it shall appear to the Board of Trade, upon complaint to them made thereof, that the trains upon the railway are run at such short intervals as to be dangerous to the public travelling upon the railway, it shall be lawful for the said Board to require the Company to extend the period between each train running in the same direction, in such manner as the Board think proper, and the order of the said Board in respect of such matters shall be binding upon the said Company.

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

Regulations as to the Working of the Narrow Gauge on the Birmingham and Chester Railways.

Great Western, Birmingham, and Chester Railways Act, 1854, 17 & 18 *Vict. c.* 222, *ss.* 49. 51.

Provision as to completion of the narrow gauge communication on certain railways herein named.

And whereas the Great Western Railway Company are now completing the communication on the narrow gauge between the railways constructed on that gauge north of Wolverhampton and the London and South Western Railway at Basingstoke, so as to give a continuous communication on the narrow gauge capable of being worked as a double line of railway with proper sidings and with proper accommodations and conveniences at their stations between the several narrow gauge railways which do or shall communicate with any of the railways of the Great Western Railway Company between the points aforesaid; and it is expedient to ensure that such communication as aforesaid shall be completed within a reasonable period, and that the same shall be hereafter maintained and worked in an efficient manner so as to secure the objects thereby contemplated: be it enacted, that the united Company shall and they are hereby required to complete such narrow gauge communication, with such sidings, accommodations, and conveniences as aforesaid, within eighteen months from the passing of this Act, and shall at all reasonable times thereafter maintain and work the same in an efficient manner to the satisfaction of the Board of Trade with narrow gauge engines and carriages in connexion with the London and South Western, the Birmingham and Chester, and other railways worked on the narrow gauge, and shall also efficiently work to the satisfaction of the Board of Trade the said Birmingham and Chester Railways so as to afford the utmost facility (both as to lines and other accommodations and conveniences as aforesaid) for the development of the narrow gauge traffic thereon and on the said other railways south of Wolverhampton, according to the provisions of the Railway and Canal Traffic Act, 1854, and in addition to the provisions of the same Act, if they shall fail so to do, it shall be competent to the Board of Trade to require the Company to adopt such measures for giving full effect to the objects of this enactment as to them shall seem meet, and if the Company shall fail to perform or comply with any of the obligations by this provision imposed upon them, the Company shall forfeit to Her Majesty the Queen the sum of two hundred pounds for each and every day during which such default or failure shall continue, and the said penalty shall be recoverable by Her Majesty's Attorney General by action, suit, or other legal proceeding (as the case may require) in any court of competent jurisdiction.

Great Western Railway Company to afford all facilities to the London and North Western Company as Board of Trade shall fix.

And whereas it is expedient that every proper facility of communication should be afforded with the lines of railway on the narrow gauge now being laid down by the Great Western Railway Company between Oxford and Basingstoke: be it enacted, that the Great Western Railway Company shall and they are hereby required to afford all such facilities to the London and North Western Railway Company for the purpose of connecting the Buckinghamshire lines of railway with the Great Western Railway at Banbury and at Oxford, or at either of those places, as the Board of Trade shall fix and determine to be reasonable.

Appointment of Auditor.

Tralee and Killarney Railway Act, 1854, 17 & 18 *Vict. c.* 142. *s.* 13.

Board of Trade to appoint auditors of Company's accounts.

That the Board of Trade shall and they are hereby authorized and required from time to time to appoint a fit and proper person or fit and proper persons, not exceeding three in number, as auditor or auditors to audit the accounts of the said Company, and to make certificates, in pursuance of the directions herein-after contained; and it shall and may be lawful to and for the said Board of Trade from time to time to revoke the appointment of such auditor or auditors, or any of them, and such auditor or auditors from time to time to remove, and his or their powers and authorities to revoke, and any other person or persons in the place of such person or persons so displaced, or of any person dying, to appoint, with the same powers or authorities; and the said Company shall pay to each of the auditors so appointed such a sum for his trouble in making such audit and in relation thereto as the said Board of Trade shall from time to time fix and determine.

Appointment of Arbitrator.

Tralee and Killarney Railway Act, 1854, 17 & 18 *Vict. c.* 142, *s.* 12.

Board of Trade to appoint arbitrators to determine proportion to be paid by each barony, &c.

That for the purpose of ascertaining the proportions in which such baronies shall pay the said sum so to be paid half-yearly as aforesaid, and during such time as the same shall be payable, it shall be lawful for the Board of Trade, (at or upon the request of the said Company,) from time to time, by warrant under the hand of their secretary for the time being, to appoint as arbitrators the county surveyor for the time being of the county of Kerry, and one other person to be selected by the said Board of Trade, and one other person to be selected by the Company; and such persons shall, by their award in writing, assess and determine the relative proportions in which such sum shall be paid and made up by the said several baronies, such arbitrators taking into consideration the benefit or sup-

posed benefit (immediate or prospective) which such baronies may in their opinion be likely to derive from the formation and opening of the said railway; and the award of such arbitrators, under their hands, or under the hands of any two of them (in case all the said arbitrators shall be unable to agree), shall, when allowed by the said Board of Trade, by writing under the hand of their secretary, to be indorsed on the said award, be in all respects final and binding on the said baronies; and from and immediately after the allowance of such award by the said Board of Trade the said several baronies, and all lands, tenements, and hereditaments therein respectively, shall be and are hereby charged and made chargeable with the payment of such sum in the several proportions specified and set forth in such award; and after such award shall have been allowed in manner aforesaid, the same, and such duplicate thereof as may be necessary, shall be delivered to the Company, upon their request, and upon payment by them to the said arbitrators of such remuneration, if any, for his or their trouble in making such award, as the said Board of Trade shall determine.

London and North Western Railway Act, 1854, 17 & 18 *Vict. c.* 201, *s.* 29.

Board of Trade to appoint Arbitrator.

On the application of the Stour Valley Company, the North Western Company, and the Shrewsbury and Birmingham Company, or any of them, the Board of Trade may appoint such one person as they think fit, to be the sole arbitrator for the separation and allotment as by this Act provided of the joint station; and in every case of the death, resignation, or failure to act of any person so appointed, may from time to time on any such application appoint to act in his place such person as the Board of Trade think fit.

Great Western, Birmingham, and Chester Railways Act, 1854, 17 & 18 *Vict. c.* 222, *s.* 53.

Power to demand a revision of proportions paid by the Companies herein named.

Whereas by an arrangement between the London and North Western, the Birkenhead, Lancashire, and Cheshire Junction, the Shrewsbury and Chester, and the Chester and Holyhead Railway Companies, a large central station has been erected in the city of Chester, and by the minutes of such arrangement it was provided that the cost of the lands and construction of the said station, and incident thereto, as also the working expenses thereof, should be paid in certain proportions: And whereas since the said arrangement the parties thereto, or some of them, have altered or extended their respective undertakings, and by this Act the undertakings of the Shrewsbury and Chester and Shrewsbury and Birmingham Railway Companies will be united with that of the Great Western Railway Company, and it may therefore become fitting to revise the proportions which ought to be contributed by the several Companies interested in the said station towards the cost of constructing the same and the working expenses thereof, and also to revise and alter the arrangements now in force in reference to the management of the said station, and as to the number of directors to be appointed by the said Companies respectively for the purposes of such management: be it therefore enacted, that within twelve months from the passing of this Act it shall be lawful for either of the before-mentioned Companies, or for the Great Western Railway Company, to demand a revision of the proportions paid and to be paid by the said Companies respectively for the purchase of the said lands and the construction of the said station and incident thereto; and in case of difference an arbitrator shall be appointed by the Board of Trade, on the application of either of the said Companies, to settle whether any and what additional amount should be paid by either of the said Companies to the others or other of them in respect of monies heretofore expended in the purchase of the said lands and construction of the said station and incident thereto, and whatsoever sum the said arbitrator shall determine ought to be so paid by either of the said Companies to the others or other of them shall be paid accordingly, and shall be a debt due to the Company or Companies to whom the same may be made payable, and such amount shall be recoverable by such Companies respectively by action in any court of competent jurisdiction; and the same arbitrator shall also determine the proportion of the working expenses to be thenceforth paid by the said Companies respectively, and such proportion of working expenses shall be so paid for the period of three years, and at the end of that period, if required by any two of the said Companies, the proportion of the working expenses of the same station to be borne and paid by the said Companies respectively may be in like manner revised; and the said arbitrator shall also determine how and in what manner and within what time the lands on which the said station is erected should be conveyed to and vested in the joint committee of management in accordance with any minutes of arrangement relating thereto, and also how many Directors shall be appointed by each of the said Companies for the future management of the said station, and what number of votes such Directors respectively shall have in the said management; and the costs of the reference shall be in the discretion of the arbitrator, whose decision, if confirmed by the Board of Trade, shall be final and conclusive.

USE OF BRIDGE.

London, Brighton, and South Coast Railway Act, 1854, 17 *Vict. c.* 61, *s.* 26.

Reference to Board of Trade in case of dispute as to regulations.

That in case the Company and the Canal Company, or any other persons or corporations having a right of way over the existing lift bridge, shall not agree as to the management

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

of the lift bridge as altered and widened under the provisions of this Act, or as to the times when the same shall be opened or closed, or as to the regulations to be adopted for the traffic across the same, the questions in dispute shall be referred to the Board of Trade, or to a sole arbitrator to be appointed by them, whose decision shall be final.

CONSTRUCTION OF WORKS.

Lancashire and Yorkshire Railway (Liverpool Dock Branches) Act, 1854, 17 *Vict. c.* 58, *s.* 24.

Disputes between the two Companies, how to be settled.

That if, either during the progress of the said works or after the completion thereof, any difference shall arise between the said companies, either as to the principle or mode of construction or arrangement of the said railways or any or either of them, and the stations, lands, buildings, staiths, sidings, hoists, platforms, works, and other conveniences connected therewith, or as to the division, apportionment, and appropriation thereof to and between the said two companies respectively, or as to the use and enjoyment of the said new lines of railway or any or either of them, or of the said stations, lands, buildings, and works and conveniences, or as to the management, supervision, maintenance, and repairs thereof by the said companies, or as to the use thereof by any other person, company or companies, whose railway shall join or communicate with the said new lines of railway or any or either of them, or as to the tolls to be charged and made payable for such use, or as to any other matter or thing relating thereto, every such difference or dispute shall from time to time, as occasion may require, be referred and be subject to the award and determination of the Lords of the Committee of Privy Council for Trade and Foreign Plantations, whose decision in all matters so from time to time referred to them shall be final and conclusive between the parties: provided always, that if the said Lords of the Committee of Privy Council for Trade shall refuse or neglect to decide such differences or disputes, when and as the same shall from time to time arise, after a reasonable request shall have been made to them for that purpose, then every such dispute with which the said Lords of the Committee of Privy Council for Trade shall neglect or refuse to interfere shall and may be settled by arbitration in the manner provided by "The Railways Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration.

Ambergate Railway Company's Nottingham Extension and Station Act, 1854, 17 & 18 *Vict. c.* 138, *ss.* 20, 21, 22.

As to mode of crossing Midland Railway.

That the line of railway hereby authorized shall cross the Midland Railway at the point shown in their deposited plans, and by a bridge or viaduct to be constructed with such and so many openings of such span as, in case of difference, shall be considered advisable by an arbitrator to be appointed by the Board of Trade; the inner face of the piers to be, as nearly as may be, parallel to the line of the Midland Railway at the point of crossing, and so as to obstruct as little as possible the view along the line of the Midland Railway; and the said bridge or viaduct shall be contructed in all respects to the reasonable satisfaction of the engineer of the Midland Railway Company for the time being; and in case any dispute shall arise as to such construction, the same shall be referred to arbitration in manner aforesaid.

As to additional works, &c. on Midland Railway.

And whereas the railway hereby authorized is laid out so as not only to cross the line of the Midland Railway in manner aforesaid, but to run for a considerable distance nearly parallel to and closely adjoining the said last-mentioned railway; and there are several public roads which now cross the line of the said Midland Railway on the level thereof between the said junction at Colwick and Nottingham: be it enacted, that if by reason of the construction of the line of railway and works hereby authorized, it shall become necessary, in the opinion of the Railway Department of the Board of Trade, for the Midland Railway Company to appoint additional signal men or policemen, or provide additional signals to those now in use by them, or to alter or increase any of their works, gates, or fences, near the said bridge, or at any of the said level crossings, or at any other places along the said line of railway between Colwick and Nottingham, the Company shall pay to the Midland Railway Company the additional annual expense of such signal men or policemen, or consequent upon such additional signals, and the expense of such additional works, if any; and any question as to the necessity of such additional signal men or policemen or works, or as to the amount of the payment for the same, shall be from time to time settled by arbitration under the provisions of "The Railways Clauses Consolidation Act, 1845," in case the parties differ about the same.

As to communication with the Midland Railway.

That as regards the said Branch or Junction Railway, the same shall not cross the present sidings of the Midland Railway Company, but shall be made only in such direction and manner as shall be approved of by the engineer for the time being of the said Midland Railway Company, or in case of difference between him and the engineer of the Company, then as shall be approved of by some arbitrator to be named by the Board of Trade.

Horncastle Railway Act, 1854, 17 & 18 *Vict. c.* 143, *s.* 25.

Communication with Great Northern Railway to be made under the directions of the engineer of that railway.

The communication between the railway and the Great Northern Railway, and all such openings in the ledges or flanches of that railway as may be necessary or convenient for effecting such communication, shall be made at the cost of the Company under the direction and superintendence of the principal engineer for the time being of the Great Northern Railway Company, and in case of any difference arising as to the mode of effecting such communication, then the same shall be determined by a referee to be appointed, at the cost of the Company, by the Board of Trade, on the application of either Company.

Leominster and Kington Railway Act, 1854, 17 & 18 *Vict. c.* 144, *s.* 27.

Communication with Shrewsbury and Hereford Railway to be made under the direction of their engineer.

The communication between the railway hereby authorized to be made and the Shrewsbury and Hereford Railway, and all such openings in the ledges or flanches of such railway as may be necessary or convenient for effecting such communications, shall be made under the direction and superintendence of the engineer for the time being of the Shrewsbury and Hereford Railway Company; and in case of any difference arising as to the mode of effecting such communication, then the same shall be determined by a referee to be appointed, at the cost of the Company, by the Board of Trade on the application of either Company.

Ayr and Maybole Junction Railway Act, 1854, 17 & 18 *Vict. c.* 146, *s.* 24.

Regulating junction with Ayr and Dalmellington Railway.

That the junction with the authorized line of the Ayr and Dalmellington Railway shall be made and completed at the sight and to the satisfaction of the engineer for the time being of the Ayr and Dalmellington Railway Company, and according to a plan to be approved of by him previously to the commencement of the works connected with such junction, or in case of difference as the same may be approved by the Railway Department of the Board of Trade, or any engineer to be appointed by them.

Perth and Dunkeld Railway Act, 1854, 17 & 18 *Vict. c.* 148, *s.* 22.

Lands, &c. of the Scottish Midland Junction Railway Company not to be interfered with, except by consent.

Nothing herein contained shall be held to authorize the Company to enter upon, purchase, or take any lands belonging to the Scottish Midland Junction Railway Company without the previous consent of such Company first had and obtained, nor to alter or vary the line or levels of the Scottish Midland Junction Railway without such consent as aforesaid, nor shall it be in the power of the Company to interfere with the said Railway, except for the purpose of making and maintaining the junction before mentioned in the manner herein provided, or in any manner to interrupt or interfere with the traffic passing on the said railway; and the Company shall bear all the expenses of effecting such junction as aforesaid, and of maintaining, watching, and working the same, and of the necessary works for preventing danger, inconvenience, or interruption to the traffic on the Scottish Midland Junction Railway, and shall also, at their own sole cost and charges, construct and for ever after maintain such and so many switches, turntables, sidings, and other works and conveniences as may be necessary or convenient in connexion with the said junction, and for preventing any such danger, interruption, or inconvenience to the traffic of the Scottish Midland Junction Railway: provided always, that if any difference shall arise between the Company and the Scottish Midland Junction Railway Company as to the nature or necessity of any such works as aforesaid the same shall be referred to arbitration, or to the decision of the Board of Trade, at the option of the Scottish Midland Junction Railway Company.

Vale of Towy Railway Act, 1854, 17 & 18 *Vict. c.* 150. *s.* 30.

For settlement of differences.

That if any difference shall arise between the respective engineers for the time being of the said Companies, with respect to the point at which the said communication, openings, and other works, or any of them, are or is to be constructed, or the mode of constructing the same, or with respect to any alteration, amendment, repairs, or maintenance thereof, or the watching, regulation, or adjustment thereof, or the passage or regulation of the traffic there, or if any other difference shall arise between the said engineers or the said Companies with respect to the expenses payable by the Company under the foregoing provisions, or with respect to any other matter in any way relating to or consequent upon the construction or use of the said communication, openings, and other works, the matters in difference shall from time to time be decided by an umpire to be appointed by the Board of Trade on the application of either Company, whose decision shall be binding and conclusive on both the said Companies, and whose expenses shall be defrayed by such one of the said Companies, or by both of them, and in such proportions, as the said umpire shall from time to time direct.

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

Stockport, Disley, and Whaley Bridge Railway Act, 1854, 17 & 18 *Vict. c.* 200. *ss.* 38, 39.

As to collateral branch railways to be made by the owner of the Poynton and Worth estate.

That the owner for the time being of the Poynton and Worth estate may, under the power of laying down collateral branches of railway to communicate with the railway given by "The Railways Clauses Consolidation Act, 1845," lay down two such collateral branch railways to communicate with the railway by this Act authorized; and the Company shall, if required, at the expense of such owner, make such openings in their rails and such additional lines of rail as may be necessary for effecting such communications, notwithstanding that such openings and communications may be required to be made upon an inclined plane: provided always, that the exercise of the foregoing power shall be subject to the provisions and restrictions of the Act of the sixth year of the reign of her present Majesty, "for the better regulation of railways and the conveyance of troops," and shall also be subject to the provisions of "The Railways Clauses Consolidation Act, 1845," relating to such collateral branch railways (except as regards the exemption from making openings on inclined planes by that Act conferred): provided also, that if any difference shall occur between the engineer for the time being of the Company and such owner as aforesaid, or his agent, with reference to the points at which such communications should be made, or the mode of constructing the same, or the openings to be made by the Company, or otherwise in reference thereto, the matters in difference shall be decided at the expense of such owner by a referee to be appointed by the Board of Trade on the application of either of the parties in difference.

Communications with London and North-western Railway to be made under the direction of their engineer.

That the communication between the railway hereby authorized to be made and the London and North Western Railway, and all such openings in the ledges or flanches of that railway as may be necessary or convenient for effecting such communications, shall be made and maintained at the sole expense of the Company hereby incorporated, but under the direction and superintendence of the engineer for the time being of the London and North Western Railway Company; and in case of any difference arising between the engineer of the Company and that of the London and North Western Railway Company as to the mode of effecting such communications, then the same shall be determined by a referee to be appointed, on the application of either Company, by the Board of Trade.

Great Western Railway (*Berks and Hants, and Wilts, Somerset, and Weymouth*) *Act*, 1854, 17 & 18 *Vict. c.* 202. *s.* 28.

United Company to complete narrow gauge communications with certain railways within a given time.

And whereas the Great Western Railway Company are now completing the communication on the narrow gauge between the railways constructed on that gauge north of Wolverhampton and the London and South Western Railway at Basingstoke, so as to give a continuous communication on the narrow gauge capable of being worked as a double line of railway, with proper sidings, and with proper accommodations and conveniences at their stations between the several narrow-gauge railways which do or shall communicate with any of the railways of the Great Western Railway Company between the points aforesaid; and it is expedient to insure that such communication as aforesaid shall be completed within a reasonable period, and that the same shall be hereafter maintained and worked in an efficient manner, so as to secure the objects thereby contemplated: be it enacted, that the Company shall and they are hereby required to complete such narrow-gauge communication, with such sidings, accommodations, and conveniences as aforesaid, within eighteen months from the passing of this Act, and shall at all reasonable times thereafter maintain and work the same in an efficient manner to the satisfaction of the Board of Trade, with narrow-gauge engines and carriages in connexion with the London and South Western, the Shrewsbury and Birmingham, and Shrewsbury and Chester, and other railways worked on the narrow gauge, and shall also efficiently work, to the satisfaction of the Board of Trade, the Shrewsbury and Birmingham and Shrewsbury and Chester Railways, if they shall become amalgamated with the Great Western Railway, so as to afford the utmost facility (both as to lines and other accommodations and conveniences as aforesaid) for the development of the narrow-gauge traffic thereon, and on the said other railways south of Wolverhampton, according to the provisions of the Railway and Canal Traffic Act, 1854; and, in addition to the provisions of the same Act, if they shall fail so to do, it shall be competent to the Board of Trade to require the Company to adopt such measures for giving full effect to the objects of this enactment as to them shall seem meet; and if the Company shall fail to perform or comply with any of the obligations by this provision imposed upon them, the Company shall forfeit to Her Majesty the Queen the sum of two hundred pounds for each and every day during which such default or failure shall continue, and the said penalty shall be recoverable by Her Majesty's Attorney General by action, suit, or other legal proceeding (as the case may require) in any court of competent jurisdiction.

ACCOMMODATION WORKS.

Dowlais Railway Act, 1854, 17 & 18 *Vict. c.* 116, *s.* 18.

Bridges, culverts, and other works of communication to be made

That the Dowlais Iron Company shall from time to time make and keep in good and sufficient repair proper and sufficient bridges, tunnels, archways, culverts, and passage

under, over, and across the railway by this Act authorized for all necessary and requisite crossings thereof by roads, tramroads, railroads, watercourses, and drains for the use of the proprietors of the Plymouth ironworks, and the owners, lessees, and occupiers for the time being of the lands, mining and mineral grounds, for the time being held therewith, and shall provide all other necessary conveniences for the said proprietors, owners, lessees, and occupiers for the time being as aforesaid, as may from time to time be reasonably required by them respectively for the full and ample use and exercise of their powers and privileges of occupation and mining: provided always, that in case the said proprietors, or such other owners, lessees, and occupiers as aforesaid, or any of them, shall at any time require from the Dowlais Iron Company the making of any such bridge, tunnel, archway, culvert, passage, or other work, and the Dowlais Iron Company shall consider that they ought not, under the provisions herein contained, to be called upon to make the same, any such requirement of the said proprietors, owners, lessees, or occupiers as aforesaid shall, at the request of the Dowlais Iron Company in writing under their hands, be from time to time referred to the decision of some indifferent person practically conversant with the ordinary conduct and management of iron works and mining operations in South Wales, to be nominated by the parties in difference, or, in case the said parties shall not agree on such person, by the Board of Trade, at the instance of either of such parties, and the decision of such person so nominated (who shall have power to order the said work to be done as required, or subject to any such modification as he shall deem expedient and proper, or to reject such requirement altogether) shall be final and conclusive; and the costs and charges of such arbitrator, and the expenses of such reference, shall be borne and paid as such arbitrator shall direct, and he shall fix the amount of such costs, charges, and expenses.

on the lands of the Plymouth Company.

Bradford, Wakefield, and Leeds Railway Act, 1854, 17 & 18 *Vict. c.* 160, *ss.* 45, 46.

Whereas under and by virtue of the Wakefield Inclosure Act, passed in the thirty-third year of the reign of King George the Third, and intituled An Act for dividing and inclosing the open common fields, ings, commons, and waste grounds, within the townships or graveships of Wakefield, Stanley, Wrenthorpe, Alverthorpe, and Thornes, in the parish of Wakefield in the West Riding of the county of York, certain rights were reserved to the lord for the time being of the manor of Wakefield, with respect to the holding, winning, working, and enjoying mines, coal, ironstone, and minerals, within and under the said common and other lands, and for making and maintaining wayleaves, roads, passages, waggon-ways, and other ways, in, over, and along the said common and other lands, as by reference to the said Act will appear: and whereas, according to the deposited plans, the intended railway will pass through certain of the said inclosed lands, and may interfere with the before-mentioned rights so reserved: be it therefore enacted, that whenever the lord for the time being of the said manor shall dig, make, or sink, or shall be about to dig, make, or sink, any mine, pit, or winning, and shall commence or be about to commence working any coal mines or other minerals in and under the before-mentioned lands, the company shall forthwith from time to time, at their own expense, upon being requested so to do by the said lord for the time being, make such communications, either on the level of the said railway or by means of bridges over or archways under the railway, as may be necessary for the proper accommodation of the said mines, and for carrying away the minerals therefrom; and if any difference shall at any time arise with respect to the mode of constructing or with respect to the situation or maintenance of any such communications, or with respect to the time within which they shall be made, the same shall be from time to time determined, at the expense of the company, by an engineer to be appointed by the Board of Trade, upon the application of either party, and the decision of such engineer shall be final and conclusive upon all parties interested in the said lands: provided nevertheless, that the Company shall not be required to construct more than three such communications in the whole for the accommodation of the said mines, and if any such communication shall be made across the railway on the level all such precautions as shall be necessary for the safety of the railway shall be found and provided by the Company at their own expense.

Company to make all necessary bridges and archways for accommodation of mines belonging to lord of manor of Wakefield.

That if the lord for the time being of the said manor shall consider the communications made by the Company or awarded by the said arbitrator insufficient for the proper accommodation of the said mines, and for carrying away the minerals therefrom, it shall be lawful for the said lord at any time, and from time to time, at his own expense, to make such further works for that purpose as he shall think necessary, and as shall be agreed upon by the Company, or, in case of difference, as shall be settled by an arbitrator to be appointed by the Board of Trade on the application of either party; and if the Company so desire, all such last-mentioned works shall be constructed under the superintendence of their engineer, and according to plans and specifications to be submitted to and approved of by such engineer, nevertheless the Company shall not be entitled to require either that plans shall be adopted which would involve greater expense than that incurred in the execution of similar works by the Company, or that the plans selected should be executed in a more expensive manner than that adopted in similar cases by the Company.

Lord of manor may execute additional works at his own expense.

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

Additional Rails.

Blyth and Tyne Railway Consolidation and Extension Act, 1854, 17 & 18 *Vict. c.* 79, *s.* 52.

Board of Trade may compel the laying down of additional line of rails.

And whereas a single line of rails has been laid down on the existing railways, and it is proposed in the first instance to lay down a single line of rails on the said railways hereafter to be constructed, but it is the intention of the Company to purchase land, and to construct the bridges of dimensions sufficient to admit of a double line of railway being laid down hereafter, if needful: Therefore, if at any time after twelve months from the opening of such railways to the public, it shall appear to the Board of Trade that an additional line of rails is required for the proper accommodation of the public using the said railways, then and in such case the Company shall and they are hereby required, upon receiving an order in writing to that effect from the said Board of Trade, to lay down such additional line of rails, and to execute all other necessary works for effecting such purpose, and within such reasonable time as shall be fixed by the said Board of Trade, having reference to the extent of the works to be executed under such order; and if such order shall be made, and the works thereby required to be done shall not be executed within the time specified in such order, it shall not be lawful for the Company to take any toll or fare for the use of the said railways until the works required to be made by such order shall have been completed.

Londonderry and Enniskillen Railway Act, 1854, 17 & 18 *Vict. c.* 135, *s.* 23.

Board of Trade may require a double line of rails to be laid down.

That in case the railways by this Act authorized to be made shall be constructed with a single line of rails only, it shall be lawful for the Board of Trade, at any time after the completion and opening of the said railways, to require that another line of rails shall be laid down, and to certify the works necessary or proper to be executed by the Company, and by such certificate to require the Company to execute such works within a certain time after the service of such certificate to be appointed by the said Board.

Salisbury and Yeovil Railway Act, 1854, 17 & 18 *Vict. c.* 215, *s.* 43.

Provision for double line of rails in certain events.

That inasmuch as the railway is intended in the first instance to consist of a single line of rails only, and it is expedient to provide for the laying down of a second line of rails on the railway when the amount of traffic shall require the same, therefore when and so soon as the gross receipts of the Company from the traffic on the railway shall on an average of three consecutive years amount to or exceed the sum of forty thousand pounds per annum, the Company if required so to do by the Board of Trade, shall with all reasonable despatch lay down and thereafter maintain an additional or second line of rails on the railway for the greater convenience and accommodation of the traffic thereon: Provided always, that in such event it shall be lawful for the Company to raise by the creation of new shares in their undertaking such an amount of additional capital as may be necessary for the purpose last aforesaid.

Gauge.

Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch) Act, 1854, 17 & 18 *Vict. c.* 209, *s.* 13.

Railway may be constructed on broad gauge if Company think fit.

That, notwithstanding anything contained in the Act for regulating the gauge of railways, it shall be lawful for the Company, if they think fit, with the consent of the Board of Trade, to construct the said branch railway on the broad gauge.

Mixed Gauge.

Vale of Towy Railway Act, 1854, 17 & 18 *Vict. c.* 150, *s.* 24.

Regulation of mixed gauge.

That in case the Company shall lay down any such additional rails, the said railway, so far as relates to the mechanical construction of the mixed gauge, shall be executed to the satisfaction of the Board of Trade; and if it shall at any time appear to the Board of Trade that the system of the mixed gauge on the said railway is not so regulated and conducted by the Company as to afford proper and adequate facilities for the traffic to be conveyed thereon, it shall be lawful for the Board of Trade to make such rules and regulations for the purpose of securing such facilities as aforesaid as to them may seem expedient; and the Company shall be bound to obey the directions of the Board of Trade in reference to the objects aforesaid; provided also, that if it shall appear to the Board of Trade, from the experience afforded by the working of the said railway upon the mixed gauge, that the traffic thereon cannot be conducted with safety and economy to the public, it shall be lawful for the Board of Trade to determine which, if either of the gauges, shall be taken up and removed, and the Company shall remove the same accordingly.

South Devon and Tavistock Railway Act, 1854, 17 & 18 *Vict. c.* 189, *s.* 30.

If at any time it shall be made to appear to the Board of Trade to be requisite for the public service, the Company shall, on the requirement of that board, lay down or permit to be laid down on all or any part of the line hereby authorized an additional rail or rails for the passage of engines and carriages adapted to the narrow gauge over the same; and it shall be lawful for the said Board to make such order and direction relative to the cost of laying and maintaining such additional rail, and the charges to be made for the use thereof, as the circumstances of the case may require.

Power to Board of Trade to require additional rails to be laid down.

Great Western Railway (Berks and Hants, and Wilts, Somerset, and Weymouth) Act, 1854, 17 & 18 *Vict. c.* 202. *s.* 26.

Provided nevertheless, that it shall not be lawful for the Great Western Railway Company, or for the London and South Western Railway Company, or either of them, to lay down such additional rails on the respective portions of their railways herein-before mentioned, nor shall it be lawful for the one of such Companies to use, as provided by this Act, the portion herein-before described of the railway of the other of such Companies, without the previous sanction of the Board of Trade; and in laying down such additional rails, and in all arrangements for using the respective portions of railway, the said two Companies respectively shall be bound to conform to every direction in that behalf which may from time to time be made by the said Board of Trade.

Additional rails not to be laid, nor portion of railway used, without the sanction of the Board of Trade.

Great Western, Birmingham, and Chester Railways Act, 1854, 17 & 18 *Vict. c.* 222, *s.* 48.

That neither the passing of this Act nor the amalgamation of the said Companies, nor anything in this Act contained, shall be held to imply or to authorize or indicate any approval of the addition or extension of the broad gauge to or on the lines of the Birmingham and Chester Railways or either of them, or any part thereof, or any of the stations or works connected therewith, except as already specially authorized by the Great Western Railway (station accommodation, &c.) Act, 1854; nor shall any application be made to Parliament for power to lay down such broad gauge, nor shall the same be laid down on the said railways, or either of them, or any part thereof, or the works or stations connected therewith, except as herein-before excepted, unless the Board of Trade shall hereafter, and five months at least prior to the commencement of the session of Parliament in which such application shall be made, have reported (and published their report) that, for reasons stated in such report, it would, in their judgment, be for the advantage of the public that the broad gauge should be so extended or added or laid down, and then only subject to such conditions as to the use of the said broad gauge, and the maintenance and continued working and use of the narrow gauge, by the Great Western Railway Company, as to the said Board shall seem expedient.

Nothing to authorize the use of the broad gauge on Birmingham and Chester Railways, except as authorized by 17 & 18 Vict. c. cxxxiii.

Erection of Screen Walls to Bridges.

Westminster Terminus Railway Act, 1854, 17 & 18 *Vict. c.* 205, *s.* 74.

That the Company shall from time to time construct, erect, and maintain, when and as the commissioners for paving and trustees shall, by a notice in writing under the hand of their surveyor for the time being, require them so to do, good and substantial parapets or screen walls to the bridges within the said parishes of Saint Margaret and Saint John the Evangelist, and also to any part of the line of railway which can be seen from a street or public place within either of the said parishes; and such parapets and screen walls shall be of an ornamental character, and of such height and design as shall be approved by the commissioners for paving and trustees, and shall be erected by the Company within such time as shall be named in the notice requiring their erection: provided that in case any dispute or difference shall arise between the Company and the commissioners for paving and trustees, either as to the necessity for the erection of such parapets and screen walls, or as to the design or height of them, or as to the time within which they are to be erected, or as to their efficient maintenance, then it shall be lawful for the Company or the commissioners for paving and trustees to apply to the Board of Trade to settle between the parties such dispute or difference, and their decision in the matter shall be final.

Parapets or screen walls to be erected in St. Margaret and St. John.

Extension of Time for Works.

Great Western Railway (Berks and Hants, and Wilts, Somerset, and Weymouth) Act, 1854, 17 & 18 *Vict. c.* 202, *s.* 19.

Provided also, that the holders of any shares to which under the provisions of this Act or any other Act of the present session, any special advantage with respect to priority or amount of dividend shall be attached, shall be entitled to receive the amount of dividends

Holders of preference shares to be entitled to dividends pari passu.

Appendix No. 81.

Clauses in Railway Acts. Session 1854.

payable in respect of such shares pari passu, without any preference or priority one over another by reason of the priority in the creation of any such shares, or of the meeting at which the same was authorized, or on any other account whatsoever.

CONSTRUCTION OF ENGINES TO BE USED ON THE RAILWAY.

Westminster Terminus Railway Act, 1854, 17 & 18 *Vict. c.* 205. *s.* 84.

Board of Trade may make orders, &c., as to construction of engines.

That the Board of Trade may, on the application of the churchwardens and vestries of the said parishes of Saint Margaret and Saint John the Evangelist, make such orders and regulations as to the construction and approval of any locomotive engine to be used on the railway as the Board of Trade shall think proper; and after any such order or regulation shall be made, the Company shall not use on the railway any locomotive engine not constructed and approved of according to such order or regulation, under a penalty not exceeding five pounds for every day such engine shall be so used contrary to such order or regulation.

REMOVAL OF BUILDINGS ALLEGED TO BE A NUISANCE.

Westminster Terminus Railway Act, 1854, 17 & 18 *Vict. c.* 205. *s.* 60.

Purchase of lands for extraordinary purposes.

That it shall be lawful for the Company to purchase, in addition to the lands hereinbefore authorized to be purchased by them for constructing the railway, any quantity of land not exceeding in the whole twenty acres, for any of the extraordinary purposes specified in "The Railways Clauses Consolidation Act, 1845;" provided that it shall not be lawful for the Company to purchase and take for such purposes as last aforesaid any lands within the parishes of Saint Margaret and Saint John the Evangelist Westminster, exceeding two acres, without the consent of the churchwardens and vestries of the said parishes: Provided also, that it shall not be lawful for the said Company to erect upon any land which the said Company may purchase and take under the provisions lastly hereinbefore contained, or to use the same when erected for purposes which shall, in the judgment of the said churchwardens and vestries be a nuisance, or offensive to the persons residing in the neighbourhood of such building; and in case the said Company shall erect any building on such land as aforesaid which shall be, or shall use any building so erected for purposes which shall be deemed by the said churchwardens and vestries a nuisance or offensive to the persons residing in the neighbourhood of such building, the said Company shall, and they are hereby required, within two months after notice in writing thereof from the said churchwardens and vestries, to remove such building or discontinue the use of the same for the purposes objected to in such notice: Provided that, in case of difference between the said Company and the said churchwardens and vestries, it shall be lawful for the said Company to appeal, within one month after receiving such notice as aforesaid to the Board of Trade, to decide whether such building, or the purposes for which the same is used, is a nuisance, or offensive to the persons residing in the neighbourhood thereof, and ought to be removed or discontinued as aforesaid, and the certificate of the Board of Trade shall be final and conclusive; and the said Company shall, if the Board of Trade shall so decide, remove or discontinue the same accordingly.

Appendix No. 82.

Canadian Railways.

APPENDIX No. 82.

CANADIAN RAILWAYS.

COPY of DESPATCH from the COLONIAL OFFICE to Lord ELGIN, (transmitted to Board of Trade by Colonial Office, 8th June 1854.

MY LORD, *Downing-street, May* 27, 1854.

1. I have had before me twenty-nine Acts, numbered in the annexed Schedule, relating to the construction of railways, passed by the Canadian Legislature in their last session; and I have to instruct your Lordship to communicate to your Executive Council the following remarks, which have suggested themselves to Her Majesty's Government after a careful examination of these laws.

2. In the greater number of these Acts, by which the construction of new lines of railway is authorized, the provisions of the Railway Clauses Consolidation Act of 1851 are incorporated. But the Act No. 1,200, for making the London and Port Sarnia Railway, and the Act No. 1,232, for making the London and Port Stanley Railway, do not incorporate the Consolidation Act, but adopt the provisions of the Acts relating to the Great Western Railroad, with which the new lines authorized by these Acts are intended to communicate, and of which they are branches or extensions.

3. The Act No. 1,203, entitled "An Act to incorporate the Megantic Junction Railway and Navigation Company," incorporates the clauses of the Consolidation Act, with the exception of those under the head of "General Provisions," which contain the provisions

for the conveyance of mails and troops, the revision of fares, and others of the greatest importance, designed for the protection of public interests.

4. The Act No. 1,340, entitled "An Act to amend the Act incorporating the Peterborough and Port Hope Railway Company," by which that Company are authorized to construct a branch line, contains likewise only a partial incorporation of the Consolidation Act, omitting, with a similar effect, several of the most material clauses of that Act under the heads "Tolls" and "General Provisions."

5. In the Act No. 1,341, by which the Cobourg and Peterborough Railway Company are empowered to construct branch railways in connexion with their main line, the provisions of the Consolidation Act are not expressly incorporated.

6. The Act No. 1,343, empowering the Ontario, Simcoe, and Huron Railway Company to make extensions and branches of their railway, incorporates the provisions of the Company's previous Acts, and not those of the Consolidation Act.

7. One consequence of the omission to incorporate in certain of the above Acts the clauses of the Consolidation Act is, as already noted respecting No. 1,203, that they do not comprise the provisions which, with a view to the public advantage, were introduced into that general Act for the conveyance of troops and mails on the railway, the use by Government of electrical telegraphs laid down on the line, the revision by public authority of the Company's bye laws, and the limitation of the tolls, fares, and charges on the railway.

8. The Acts themselves do not contain any provisions relating to these matters. On this account, as well as with a view to the necessity that may hereafter arise for further legislation on the subject of railways in Canada (for which the Consolidation Act makes express reservation), it is material to observe that none of these six Acts contain any clause conformable to that recommendation in Mr. Gladstone's Circular Despatch of the 15th of January, 1846, providing "That nothing herein contained shall be deemed or construed to "exempt the railway by this or the said recited Acts authorized to be made from the pro- "visions of any general Act relating to railways which may pass during the present or any "future session."

9. In most of the Acts at present under consideration for the construction of new lines of railway, it is provided that they shall be constructed on the gauge of 5 feet 6 inches.

10. But the following Acts for the incorporation of companies for making railways: No. 1,202, for incorporating the Montreal and Bytown Railway Company; No. 1,205, for incorporating the Brockville and Ottawa Railway Company; No. 1,206, for incorporating the Stanstead, Shefford, and Chambly Railway Company; No. 1,236, for incorporating the Bytown and Pembroke Railway Company; No. 1,339, for incorporating the Perth and Kemptville Railway Company; and No. 1,344, for incorporating the Prince Edward Railway Company, do not contain any provision respecting the gauge on which the railways are to be made.

There is a similar omission in the following four Acts, by which existing companies are authorized to construct branches or extensions of their present lines:—No. 1,338, for making an extension of the Woodstock and Lake Erie Railway; No. 1,340, for making a branch from the Peterborough and Port Hope Railway; No. 1,341, for authorizing the Cobourg and Peterborough Railway Company to make several branch lines; and No. 1,343, for empowering the Ontario, Simcoe, and Huron Railway Company to make extensions or branches.

11. In the case of some of these branch lines, it may be intended that they shall be on the same gauge as the main line with which they are connected. It does not, however, appear from the Acts at present before me what is the gauge provided by the compa ies previous Acts with respect to the main line, or whether any particular gauge is prescribed. In other cases (No. 1,340 and No. 1,341) it is provided by the Acts that the branches may be made in a different mode of construction to that of the main line, and that the *flat rail* may be used thereon. And the Act No. 1,268, for amending the Consolidation Act, contains a general power for railway companies to construct short branches, without being subject to the restrictions contained in their Acts of Incorporation, or in the Consolidation Act itself, without regard to the quality or construction of the road. In general, however, as well with reference to these branches and extensions of existing lines as to the original lines of the companies newly incorporated by these Acts, it appears to me desirable to refer to the suggestions contained in the letter from the Board of Trade of the 6th June last (of which an extract was forwarded to you on the 3d November last), on the subject of the measures that might be adopted for assimilating the gauge on these lines to that of the other lines in the province.

12. With respect to the Act No. 1174, by which the Grand Trunk Railway Company are empowered to construct a railway bridge over the St. Lawrence, at Montreal, to be connected with any railway that may approach that city, it is material to observe that section 5. of the Act enables the company to make charges for conveyance over this bridge without any limitation of the amount of such charges, and excepts these charges from the general provisions of the Consolidation Act as to the revision of the tolls and charges of the railway company by public authority.

13. The Act No. 1198, also for amending the Acts of the Great Western Railroad Company, section 9, empowers that company to fix, at their discretion, the tolls on their railway; and does not contain any provision restricting the amount of the tolls, or incorporate the above mentioned provisions of the Consolidation Act with regard to the revision of tolls.

Appendix No. 82.

Canadian Railways.

14. The London and Port Sarnia Railway Act, No, 1200, section 9, authorizes the Company to borrow money on mortgage, without any restriction of the amount. The Consolidation Act does not prescribe any limit in this respect.

15. In the letter from the Board of Trade to this office of the 8th April, 1852, (which is to be found in the correspondence on railways laid before Parliament in the past year*,) observing upon the variation in the Consolidation Act from the usual course of legislation in England, it is remarked that the inconvenience found to arise from the possession by railway companies of unrestricted powers of raising money had led to the practice now uniformly adopted in the Imperial Parliament, of defining such powers with the greatest strictness; and as not only the financial stability of the company, but the security of their mortgagees and bondholders, might be affected by the conditions attached to the particular power in question, it would deserve consideration, whether the generality of the provisions of the Consolidation Act should not be qualified, at least in the special Act, by prescribing a limit to the amount that might be borrowed, and requiring that a certain proportion of the capital should have been paid up before any money was borrowed.

16. The Act No. 1268, entitled "An Act in addition to the General Railway Clauses Consolidation Act," (section 9,) authorises any railway company to construct branches from their line of not more than six miles in length, with the consent of the municipal council of the district; and provides that such branches shall not, as to the quality and construction of the road, be subject to any of the restrictions contained in the Consolidation Act.

17. I have thought it necessary to remark on this provision, as the general terms in which it is expressed may render it questionable whether under this clause the company, in constructing these branches, would not be exempted from the regulations of the general Act designed for the protection of the public with regard to crossing or otherwise interfering with roads, and the erection and repair of fences between the railway and adjoining lands. I presume, however, that it is not intended that the Act shall have this effect.

18. I would now advert to a subject of very great importance in railway legislation, and as to which, the attention of this country and of Parliament having of late been specially directed to it, it is desirable that Canada should be kept duly informed. I refer to the system of amalgamation, and the combination of interests between railway companies. In the fifth Report of the Select Committee of the House of Commons, you will find it recommended, "That working arrangements between different companies, for the "regulation of traffic and the division of profits, should be sanctioned, under proper "conditions, and for limited periods; but that amalgamation of companies should "not be sanctioned, except in minor or special cases, where it clearly appears that the true "and only object of such amalgamation is improved economy of management, and conse-"quent advantage to the public."

19. This principle appears to Her Majesty's Government to be specially applicable to Canada, for in several of the Acts power is given to companies to amalgamate, not only the several portions of the trunk line, but also any branch lines diverging from the trunk line at any point throughout its whole length. The consequences of such amalgamation may be of the utmost importance to the welfare of the North American Colonies, and to the interests of the Imperial Government. An amalgamation of all the railways in Canada connecting its eastern frontier, adjoining New Brunswick, with its western frontier adjoining the United States and the Great Lakes, will give to a single company of shareholders the command of the whole railway communications of the British dominions on the continent of North America, comprising, not only the amalgamated lines, but also all minor lines which may fall into the amalgamated line at any point of its course.

20. In ordinary times it may be expected that this great power will be employed to promote exclusively the interests of the shareholders. If, therefore, a greater profit can be secured to them by favouring the traffic of a district which, from situation, must send its traffic over a greater mileage of the amalgamated railway to the prejudice of another district differently situated, it is to be expected that such favour will be shown. If the natural direction of any traffic would be partly over the railway and partly over the water communications of the province in which so large an amount of public money is invested, it is reasonable to suppose that power will be exerted to turn away such traffic from that ordinary course, in order that it may follow the line of the railway.

21. These obstacles to the free course of traffic over existing communications being experienced, the effect will be a great discouragement to the construction by independent parties of branch lines; inasmuch as these branches would, when constructed, be equally exposed to the control of the trunk line.

22. The same causes would tend to compel the railway companies which may hereafter construct railways from the eastern frontier of Canada through New Brunswick and Nova Scotia to Halifax, or the sea-ports of those provinces, to unite with the Great Canadian Amalgamated Company; for if the interests of that company were more in favour of the conveyance of traffic to Portland or any other particular sea-port, experience has shown that the Company might create obstacles which would prevent the transmission of traffic to other ports; and therefore, in order to give the Amalgamated Company (if such amalgamation be carried into effect) an interest in the transmission of traffic to the ports of

* Report relating to Railways, printed in 1853, page 335.

New Brunswick and Nova Scotia, it might become necessary to unite the lines in those provinces with the amalgamated Company. Appendix No. 82.

Canadian Railways.

23. Again, if any sea-port were so situated as better to serve the purpose of the amalgamated company than the others, the arrangements of the railway would be so contrived as to carry the greater portion of the traffic to that sea-port to the prejudice of all the others. As it appears that the railway to Portland is intended to fall within the compass of this same company, it is impossible to say how far it may serve their purpose to give the preference to Portland. But even if their interests are exclusively national, the longer mileage being that between Upper Canada and Halifax, in case the projected lines through New Brunswick and Nova Scotia should be completed and become the property of the Canadian Amalgamated Company, and if, consequently, it became the interest of the Company to direct the traffic to the excellent harbour of Halifax, it would not appear to be just, that special privileges should be conferred upon Nova Scotia to the prejudice of the ports on the St. Lawrence.

24. I would observe, in conclusion, that the course which railway legislation in Canada is taking, both with respect to the amalgamation of companies, and the extensive powers conferred, whereby the property and interest in the railways of the provinces may, to an almost unlimited extent, become vested in foreign companies and bodies of shareholders, appears to Her Majesty's Government to be highly objectionable in principle; and I need scarcely remind your Lordship, that a state of affairs might arise in which the exercise of the powers thus conferred might prove a source of discord and embarrassment.

25. The order of Her Majesty in Council for the confirmation of these Acts will, nevertheless, be transmitted by an early opportunity; but, in the meantime, I have to instruct your Lordship to bring the subject under the consideration of your Council, with a view to the amendment of the clauses to which the above objections apply.

I have, &c.
(Signed) NEWCASTLE.

APPENDIX No. 83.

Appendix No. 83.

European and North American Railway.

EUROPEAN AND NORTH AMERICAN RAILWAY.

Downing Street, July 8, 1854.

SIR

I AM directed by Secretary Sir George Grey to transmit to you the accompanying Act passed by the legislature of New Brunswick, entitled "An Act to amend the Acts relating to the European and North American Railway Company;" and I am to state that Sir George Grey will be glad to receive any observations which the Lords of the Committee of Privy Council for Trade may have to offer on the subject of this enactment. The Act, having a suspending clause, cannot take effect until specially confirmed by Her Majesty in Council.

I am, &c.
HERMAN MERIVALE.

Jas. Booth, Esq.
&c. &c.

Office of Committee of Privy Council for Trade,
Whitehall, August 2, 1854.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th ultimo, in which you transmit for the consideration of their Lordships a copy of an Act recently passed by the legislature of New Brunswick, entitled "An Act to amend the Acts relating to the European and North American Railway Company;" and I am to acquaint you in reply that, agreeably to the request of Sir George Grey expressed in your letter, my Lords have proceeded to consider this Act, but that its provisions do not appear to call for any remark on the part of their Lordships.

I have, &c.
JAS. BOOTH.

Herman Merivale, Esq.
&c. &c.

The Act is herewith returned.

APPENDIX No. 84.

Appendix No. 84.

Jamaica Railway.

JAMAICA RAILWAY.

MEMORANDUM on the Jamaica Railway Act, No. 4,041, (referred to the Board of Trade by Sir George Grey.)

Railway Department, Board of Trade,
Whitehall, October 13, 1854.

THIS Act proposes that a railway shall be made from Spanish Town to Old Harbour by the Jamaica Railway Company, in extension of their existing line from Kingston to

Appendix No. 84.

Jamaica Railway.

Spanish Town, upon a guarantee by the local government in aid of dividend for fourteen years.

Two petitions to the Board of Trade against the Bill are forwarded with it.

These petitions allege, as reasons against the Act being allowed by Her Majesty, that, in consequence of the rapidity with which it was carried through the Colonial Parliament at the end of the Session, no opportunity was afforded for petitions being presented against it, the Bill having been brought into the lower house on the 4th of April, and having passed the Council on the 13th of April. Sir H. Barkly, however, states that it was founded on the report of a select committee, which had been presented to the house nearly a month before.

The memorialists also urge that the traffic on the proposed railway cannot prove remunerative without the Government grant; and that, as the proposed line will only benefit the few parishes through which it will pass, it is unfair that the rest of the community should be burdened with so heavy an annual payment, from which they can derive no direct advantage.

One of the memorials further states that, in order to make this line, it is the intention of the promoters to take up the rails on a short existing branch three miles in length, viz., from Spanish Town to Angel's Pen, and thus deprive that part of the country of a communication by railway, on the faith of which the means of transport by common road have been given up by the inhabitants. The Act, however, contains no provision authorizing this proceeding.

The railway is to be commenced before the 31st of December 1854, and to be completed before the 31st of December 1855. The Act gives the Company the exclusive right of making a railway between Spanish Town and Old Harbour in perpetuity. As this line is guaranteed by the local government for fourteen years, this provision may be proper so long as that guarantee is in force; but there do not appear to be any grounds for continuing the monopoly beyond that period, when all existing circumstances may have changed.

Before the Act comes into operation the Jamaica Railway Company are to raise, for the purposes of the Act, a sum of 50,000*l.* by shares, and, if necessary, a further sum of 50,000*l.* also by shares; and if 100,000*l.* be insufficient for the purposes of the Act, the Company may then borrow a sum of 30,000*l.* The interest of this sum is not to be considered a part of the Company's expenditure in reference to the proposed guarantee.

The Act does not define the gauge on which the railway is to be constructed, the Company, by Section 9., being left at liberty to adopt any width between the rails, so that "the distance between the inside ledges of the rails shall not be less than 4 feet 8 inches, and the distance between the outside ledges not more than 7 feet 6 inches."

Since this proposed railway is an extension of an existing line, there is not perhaps any necessity for defining the gauge more accurately in this case; but it would have been better for some particular gauge to have been specified, which should be made imperative on all future railways in the island.

It would appear that there is a doubt as to whether the line is to be worked by locomotive or by horse power.

Clause 13. provides that if locomotives are used the turnpike roads must be carried across the railway by means of bridges, and that no level crossings of turnpike roads are to be allowed. The width of these bridges is to be not less than 20 feet; the height, from the soffit of the arch to the surface of the road, not less than 12 feet. It is to be observed, that in Great Britain bridges to carry turnpike roads over or under railways may not be less than 35 feet in the clear, and public road bridges not less than 25 feet; and the height may not be less, for a turnpike road, than 16 feet for a space of 12 feet in the centre of the road; and for a public road, not less than 15 feet for a space of 10 feet in the centre of the road; and the clear height to the springing of the arch must in each case be 12 feet; and for a private road the height is required to be 14 feet for a space of 9 feet in the centre of the road.

The width and height of bridges have been fixed with reference to the general size of carriages, carts, and waggons, and will, of course, vary in every country; but it appears very doubtful whether the proposed dimensions of the bridges would not be found to be inconveniently small, particularly as regards the height; and it is also to be observed that no provision is made for regulating the height to the *springing* of the arch; hence, as long as the height is 12 feet exactly at the centre, the shape might be made anything as regards the sides.

Clause 16. enacts that roads not turnpike roads may be crossed by level crossings. The choice of a bridge or a level crossing is in this case left within the discretion of the Company. It is to be observed that in this country, unless a level crossing be specially allowed by the Act, the Companies are bound to cross roads by bridges, and that the primary cost of a level crossing is very much less than that of a bridge; and that, as it might be for the interest of the Company to use level crossings, which always involve inconvenience and danger, in lieu of bridges, it would seem desirable that the decision as to the adoption of a bridge or a level crossing should have been given to some tribunal independent of the Company.

In the event of the Company using locomotive engines, all the level crossings of public roads are to be supplied with gatekeepers, in which case the adoption of level crossings would add to the working expenses.

By Clause 66. the charge which the Company may make for the conveyance of passengers and goods is at the discretion of the directors, except as far as may be restricted by Clause 69., which limits the charge to that hitherto taken by the Company under their original Act, which Act, however, contains no limitation of a maximum rate of charge.

The accounts of traffic and receipts are to be sent to the Governor periodically, and he may appoint persons to examine the books, vouchers, &c. The Governor may demand return of traffic and of tolls.

Clause 87. enacts that, upon the provisions of the Act being complied with, the Government is to pay to the Company for fourteen years such a sum as, together with the receipts from traffic on the new line, and one third the receipts for *through traffic* on the whole line (viz., from Kingston to Old Harbour), shall give a net profit of 4,000*l.* per annum, after deducting 2,000*l.* for expenses of management, working, &c.

Without knowing more of the prospects of this line, it is difficult to pass an opinion on the guarantee; but it is to be observed, that if the traffic be very small the proposed method of guarantee would, up to a certain point, act as an inducement to the Company to curtail that traffic and the consequent expenditure, because if the receipts were under 2,000*l.* the Government would be obliged to pay 4,000*l.*, *plus* the difference between the actual receipts and the 2,000*l.* to be allowed for outgoings, and the Company would receive as profit the difference between the actual expenses and the 2,000*l.*, in addition to the guarantee of 4,000*l.*

The working expenses of a railway must always be to a great extent dependent upon the traffic, when the Company itself works the line, and this would vary with the price of fuel, labour, materials, &c.; hence a fixed sum of 2,000*l.* would not probably afford a true representation of the amount paid by the Company for any one year.

If the Company desired to keep down the expenses as low as possible, they would allow individuals to carry traffic along the line with their own plant, and would carry as small an amount of traffic themselves as possible. But the Act would appear to contemplate that the Company should work the traffic, and it is probable that in a country like Jamaica it would be difficult to find individuals who, for the traffic they would have to send, could afford to provide stock, &c. Hence upon the assumption that the traffic would be so small, that the guarantee would always be enforced, in which case it would be the interest of the Company to reduce the expenses below 2,000*l.*, the guarantee would appear to be likely to act as a bar to the development of the traffic.

It is to be observed that one mode to which the Company might resort for preventing the development of traffic would be, raising the tolls; and as there is no maximum limit to the tolls which this Company may demand for passengers and goods conveyed in carriages owned by the Company, there would be no bar to their resorting to this mode.

The Company are bound, by Clause 94., to run two trains daily along the line for the conveyance of passengers, but no provision is made as regards the conveyance of the poorer class of passengers.

The Act does not contain the clause recommended for adoption in Colonial Railway Acts, in Mr. Secretary Gladstone's Circular Despatch of the 15th January 1846, providing "That nothing herein contained shall be construed to exempt the railway by this "Act authorized to be made from the provisions of any General Act relating to railways "which may be passed during the present or any future session of Parliament."

DOUGLAS GALTON,
Captain Royal Engineers.

APPENDIX No. 85.

NEW SOUTH WALES ACTS.

Office of Committee of Privy Council for Trade,
October 20, 1854.

SIR,

* * * * * *

THE Act No. 11, entitled an Act regulating the gauge of railways repeals the Act passed in 1852 for regulating the gauge of railways in New South Wales, by which the gauge was fixed at 5 feet 3 inches, and it fixes the gauge at 4 feet 8½ inches.

Looking at this Act with reference to the colony of New South Wales only, my Lords would have seen no sufficient reason for recommending that Her Majesty's confirmation of the Act should be withheld. The Lieutenant-Governor of Victoria has, however, transmitted a memorial from the legislature of that colony praying that Her Majesty's assent may be withheld from this Act, the memorialists founding their objection on the ground that railways on the 5 feet 3 inches gauge have been authorized, and are in course of construction in that Colony on the faith that that gauge would be adhered to in the colony of New South Wales.

The question of the uniformity of gauge of the railways in those colonies is thus raised.

My Lords deem it of the greatest importance that the railways in the colony of New South Wales, and of the two neighbouring colonies of Victoria and South Australia, should be constructed upon an uniform gauge; but it appears to their Lordships that the merits

Appendix No. 85.

New South Wales Acts.

of the dispute between the two neighbouring colonies on the subject of the proposed gauge, and the question of the comparative inconvenience to Victoria colony of adopting the 4 feet 8½ gauge, or to New South Wales Colony of adopting the 5 feet 3 inches gauge, with a view to attaining uniformity of gauge in all the Australian colonies, are questions rather for the consideration of Sir G. Grey than of their Lordships.

In order to assist Sir G. Grey in considering the general question of the comparative merits of the two gauges in Australia in the present state of the railway world I am to enclose to you a copy of a memorandum upon this Act, and which has been drawn up at their Lordships' desire by Captain Galton, Royal Engineers, one of their assistant secretaries.

I am, &c.

H. Merivale, Esq. &c. &c. JAMES BOOTH.

The Acts are herewith returned.

MEMORANDUM upon the "Act (No. 11.) for regulating the Gauge of Railways" in New South Wales, 1853, (referred by Colonial Office to the Board of Trade).

Railway Department, Board of Trade, Whitehall, October 14, 1854

THIS Act repeals the Act passed in 1852, for regulating the gauge of railways in New South Wales, by which the gauge was fixed at 5 feet 3 inches, which is the same as the Irish gauge. And it fixes the gauge at 4 feet 8½ inches.

The following is the history of the gauge question in Australia.

In 1846 Mr. Gladstone appears to have recommended that, in the event of railways being constructed there, an uniform gauge of 4 feet 8½ inches, should be adopted.

In 1848 some railway projects appear to have been brought forward, and Lord Grey applied to the Commissioners of Railways to state what gauge would, in their opinion, be most advantageous for Australia.

The Commissioners recommended the adoption of the 4 feet 8½ inches gauge, and the following extracts from their letters show the grounds upon which they did so, viz., "They "believe the gauge of 4 feet 8½ inches will be found sufficiently wide for all the require- "ments of newly settled countries for a long period; and that, as the Australian colonies "will most probably be for some time dependent on this country for the working stock "of their railways, there will be an advantage in being able to order engines exactly "similar to some of those in use in this country, and fitted to that gauge for which all "the details of the working stock, from its more general adoption, will be likely to be "most perfect;" and, "The Commissioners are inclined to believe, that in a thinly "populated country, where the transport of the produce of the different farms would be "the principal traffic, or for a mineral district, the narrower gauge will afford some "advantages in the smaller sized waggons which can be used upon it, and in its better "adaptation to hilly ground."

In consequence of this recommendation, Lord Grey pressed upon the Australian colonies the adoption of the narrow gauge.

In 1850 the Sydney Railway Company recommended very strongly to the Governor-General of New South Wales, Sir C. Fitzroy, the expediency of adopting in New South Wales a gauge of 5 feet 3 inches; and they added, that as that railway would be the first line constructed in Australia, a timely notification of the adoption of this gauge to the other Australian colonies would prevent the occurrence of any inconvenience from a break of gauge.

This application was referred by Lord Grey to the Commissioners of Railways, who stated that, "upon a reconsideration of the subject, and more particularly the statement in "the report of the engineers of the railway, that there is little want in the colony of "materials or workmen suited for the manufacture of railway stock, they did not attach "such importance to the selection of the narrow gauge as to consider it desirable still to "press its adoption on the local government;" and Lord Grey informed the Governor-General, by a letter dated February 1851, that Her Majesty's Government would not object to the gauge of 5 feet 3 inches, for which so decided a preference had been expressed by the colony. Consequently, an Act of the Legislature of New South Wales was passed in Sydney in 1852, enacting, that the gauge of all railways in that colony should be 5 feet 3 inches. This Act received the royal assent, and was communicated to the colonies of Victoria and South Australia.

Railway companies have been formed in those latter colonies, who have adopted the gauge of 5 feet 3 inches upon the faith of this enactment; and I have learned that they have ordered working stock from this country upon that gauge to the amount of above 100,000*l.*, part of which will, in a very few weeks, be on its way to the colonies.

In 1853 the Sydney Railway Company changed their engineer and altered their views upon the subject of gauge, and an application was made by them to the Governor-General, Sir C. Fitzroy, urging that a gauge of 4 feet 8½ inches was preferable to a gauge of 5 feet 3 inches. This application was brought before the Legislature of New South Wales, and the Act, which is now referred for my Lords' consideration, was passed by them, which repeals the former Act and makes the gauge of 4 feet 8½ inches imperative in the colony of New South Wales; and it would appear, from the correspondence, that upon the faith

Appendix No. 85.

New South Wales Acts.

of that Act the Sydney Railway Company have ordered a considerable amount of working stock upon the 4 feet 8½ inches gauge.

The Lieutenant Governor of Victoria has transmitted a memorial from the Legislature of that Colony praying that Her Majesty's assent may be withheld from this Act.

The case, as it now stands, has re-opened the question of the gauge of railways in the Australian colonies.

The rapid advance which these colonies are daily making in population and wealth render it almost a matter of certainty that railway communication will be established between the adjacent colonies in Australia within a very short time; and the experience which this country affords of the barrier which a want of uniformity of gauge interposes to the intercommunication between districts occupied by different gauges, shows it to be of the greatest importance that, whatever be the gauge adopted in the colonies, it should at least be uniform.

Under these circumstances, I have to submit the following observations with respect to the comparative merits of the two gauges in Australia.

The grounds upon which the late Board of Commissioners of Railways based their recommendation of a gauge of 4 feet 8½ inches for Australian railways were,—1st, that that gauge would be sufficiently wide for a newly-settled country for a long period, because, in a thinly-peopled country, where the transport of the produce of different farmers would be the principal traffic, or for a mineral district, the narrowest gauge will afford some advantages in the smaller sized waggons which can be used upon it, and in its better adaptation to hilly ground; and, 2dly, because, as the Australian Colonies will most probably be for some time dependent on this country for the working stock of their railways, there will be an advantage in being able to order engines exactly similar to some of those in use in this country, and fitted to that gauge for which all the details of the working stock, from its more general adoption, will be likely to be most perfect.

As regards this latter reason, there are at present opened in Ireland between 900 and 1,000 miles of railway, and the makers of locomotive engines or of rolling stock in this country are in the habit of making engines and other stock for that gauge, and there would not therefore be more difficulty in procuring stock for the 5 feet 3 inches gauge than in procuring stock for the 4 feet 8½ inches gauge. Besides which, after a railway has been opened for traffic, and a sufficient amount of stock procured to meet the first requirements of the traffic, it is not probable that any large amount would again be suddenly required to meet the extension of the traffic; this would be met by a gradual supply; and, inasmuch as the repairs of the stock would render it necessary for the railway companies to erect workshops, which might, without being very extensive, be easily adapted to the manufacture of engines and carriages, and as there is a large amount of skilled labour in Australia, the value of which will gradually become more equalized with that in this country, and as materials are plentiful, it is not probable that these colonies will remain dependent upon this country for the supply of working stock for any very long period, especially when it is considered how far removed Great Britain is from Australia. This reason may therefore be now left out of consideration.

With respect to the other grounds stated for preferring the narrow gauge, it is to be observed, that in 1848, when the question was first raised, the discoveries of gold in Australia had not taken place. The consequences of those discoveries have been an advance of the colonies in population, and in material wealth, beyond anything which has been previously known. In the colony of Victoria alone, there are not less than three railways which are progressing, and others are projected. There are also railways in South Australia. Of these lines some will convey a large passenger traffic; and it may be anticipated that in a very few years Sydney, Melbourne, and Adelaide will be connected by railways, upon which passengers will form an important source of revenue.

The reports which have been made on the broad and narrow gauge in this country show that, in the conveyance of passenger traffic and traffic at high rates of speed, engines on the broader gauge possess decided advantages over those on the gauge of 4 feet 8½ inches; and by allowing more space for the machinery of the engines, the broader gauge affords facilities in the working for repair, &c., which are not afforded by the narrower gauge.

The gauge of 5 feet 3 inches was fixed upon for Ireland, as being sufficiently wide to allow of the machinery of the engine being conveniently and advantageously arranged; and the width exceeds by so small an amount the narrow gauge, that the waggons and carriages need not necessarily be much more unwieldy than those on the narrow gauge; nor can the gauge of 5 feet 3 inches be considered to be very materially less applicable to hilly ground than the gauge of 4 feet 8½ inches. Under all the circumstances, therefore, since the present condition of Australia shows that there will be important districts where, on account of the larger passenger and goods traffic, the wider gauge will possess decided advantages, and since the gauge of 5 feet 3 inches need not cause much, if any, increased inconvenience either in the transport of the produce from different farms, or on the other grounds mentioned by the Commissioners of Railways, it appears decidedly preferable, in the present state of the colonies, to retain the gauge of 5 feet 3 inches, which was established by the Act of the Legislature of New South Wales in 1852, rather than revert to the narrower gauge which is proposed by the Act now under consideration.

DOUGLAS GALTON,
Captain Royal Engineers.

Appendix No. 86.

Comparative Summary of the Passenger Goods and Traffic on the Railways in the United Kingdom of Great Britain and Ireland during each of the Five Years ended 31st December 1850–51–52–53–54.

Periods to which this Statement refers.	Length over which the Traffic was conveyed. Open at: Commencement of each Period.	Length over which the Traffic was conveyed. Open at: Termination of each Period.	Number of Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	Total Number of Passengers.
	Miles.	Miles.						
Year ending 31st December 1849	5,127	6,032	7,292,811½	23,521,650½	15,686,911½	17,203,410½	136,755	63,841,539
„ „ 1850	6,032	6,621	8,412,536½	27,124,849	16,135,040	21,181,997	—	72,854,422½
„ „ 1851	6,621	6,890	10,014,336½	30,474,830½	17,296,612½	27,588,336½	* 16,979¼	85,391,095½
„ „ 1852	6,890	7,336	10,528,570	31,781,248½	3d Class & Parliamentary. 46,792,946½		* 32,963	89,135,729
„ „ 1853	7,336	7,641	12,634,887½	36,602,843	16,861,960	36,166,011	* 20,958½	102,286,660
„ „ 1854	7,641	8,053	14,517,461½	37,930,655	3d Class & Parliamentary. 58,732,048		* 26,542½	111,206,707

Periods to which this Statement refers.	Receipts from Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	Total Receipts from Passengers.	Receipts from Goods, Cattle, Parcels, Mails, &c.	Total Receipts.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Year ending 31st December 1849	1,927,767 16 5	2,530,968 8 5¾	711,592 11 9	1,104,884 16 10¾	2,678 8 0½	6,277,892 1 7	5,528,606 7 3¾	11,806,498 8 10¾
„ „ 1850	2,079,372 13 5½	2,749,329 11 6½	706,565 14 0	1,292,492 19 1¾	—	6,827,760 18 1½	6,376,907 17 4	13,204,668 15 5½
„ „ 1851	2,439,299 6 6	3,026,734 9 10¼	722,509 17 0¾	1,706,214 9 1¾	† 42,499 4 0½	7,937,257 6 7¼ ‡ 3,507 1 4	7,056,695 3 0	14,997,459 10 11¼
„ „ 1852	2,320,679 19 3¾	2,918,642 16 3¼	3d Class and Parliamentary. 2,398,367 4 3¾		† 113,169 2 6½	7,750,859 2 5¼ ‡ 13,133 7 5	7,946,361 17 5½	15,710,554 7 3¾
„ „ 1853	2,613,993 4 9	3,097,086 18 5¼	764,192 1 1¼	1,937,763 17 1½	† 130,989 4 11	8,544,025 6 4 ‡ 17,052 1 5¾ 9,158,047 6 10½	9,474,862 3 7¼	18,035,879 11 5
„ „ 1854	2,738,456 16 5¾	3,264,546 3 7	3d Class and Parliamentary. 2,999,465 1 3¼		† 155,579 5 6½	‡ 16,899 12 2	11,040,777 9 10¾	20,215,724 8 11¼

* Season ticket holders. † From season ticket holders. ‡ Excess fares, &c.

ACTUAL NUMBER of PASSENGERS conveyed of each class; the per-centage proportion of each class, and the average number of Passengers of each class conveyed per mile per annum.

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class, and Parliamentary.	Mixed or not duly apportioned into Classes, and Season Ticket Holders.	Total conveyed.
ENGLAND.	Miles.					
Actual number conveyed during 1849	4355·5	6,186,899	18,844,152	24,848,313	—	49,879,364
Per-centage proportion -		12·40	37·79	49·81	—	100·
Average-number per mile -		1,420	4,325	5,705	—	11,450
Actual number conveyed in 1850 -	4908·5	7,127,823	22,869,713	28,516,899	—	59,514,435
Per-centage proportion -		12·18	39·08	48·74	—	100·
Average number per mile -		1,452	4,659	5,809	—	11,920
Actual number conveyed in 1851 -	5217·5	8,652,530	26,496,522	35,317,240	4,887	70,471,179
Per-centage proportion -		12·41	37·58	50·01	·00	100·
Average number per mile -		1,658	5,078	6,768	—	13,504
Actual number conveyed in 1852 -	5477·	9,053,591	27,545,411	36,613,992	12,125	73,235,119
Per-centage proportion -		12·37	37·62	50·00	·01	100·
Average number per mile -		1,654	5,029	6,686	2	13,371
Actual number conveyed in 1853 -	5730·5	10,746,646	31,829,145	41,623,052	14,118	84,212,961
Per-centage proportion -		12·76	37·80	49·42	·02	100·
Average number per mile -		1,875	5,555	7,263	2	14,695
Actual number conveyed in 1854 -	5962·	12,249,067	33,284,925	46,793,880	18,277	92,346,149
Per-centage proportion -		13·29	36·04	50·65	·02	100·
Average number per mile -		2,054	5,582	7,848	3	15,487
SCOTLAND.						
Actual number conveyed in 1849 -	795·5	580,284	1,618,892	5,556,297	136,755	7,902,228
Per-centage proportion -		7·34	20·49	70·42	1·73	100·
Average number per mile -		729	2,035	6,997	172	9,933
Actual number conveyed in 1850 -	902·5	673,012	1,706,900	6,464,279	—	8,844,191
Per-centage proportion -		7·61	19·29	73·10	—	100·
Average number per mile -		745	1,892	7,162	—	9,799
Actual number conveyed in 1851 -	957·5	759,926	1,744,490	6,775,533	6,264	9,286,313
Per-centage proportion -		8·18	18·78	72·96	·07	100·
Average number per mile -		794	1,822	7,076	6	9,698
Actual number conveyed in 1852 -	970·	818,616	1,865,451	7,033,555	16,860	9,734,482
Per-centage proportion -		8·41	19·16	72·26	0·17	100·
Average number per mile -		843	1,923	7,252	17	10,035
Actual number conveyed in 1853 -	978·	1,083,115	1,928,120	7,984,907	3,082	10,999,224
Per-centage proportion -		9·85	17·53	72·59	00·03	100·
Average number per mile -		1,107	1,971	8,165	3	11,246
Actual number conveyed in 1854 -	1019·	1,345,269	1,895,672	8,704,500	3,897	11,949,388
Per-centage proportion -		11·26	15·86	72·85	·03	100·
Average number per mile -		1,320	1,860	8,542	3	11,725
IRELAND.						
Actual number conveyed in 1849 -	428·5	525,627	3,058,608	2,475,712	—	6,059,947
Per-centage proportion -		8·69	50·46	40·85	—	100·
Average number per mile -		1,226	7,138	5,776	—	14,142
Actual number conveyed in 1850 -	515·5	611,701	2,548,236	2,335,859	—	5,495,796
Per-centage proportion -		11·13	46·37	42·50	—	100·
Average numbes per mile -		1,187	4,943	4,531	—	10,661
Actual number conveyed in 1851 -	580·5	601,881	2,233,818	2,792,176	5,728	5,633,603
Per-centage proportion -		10·68	39·65	49·57	·10	100·
Average number per mile -		1,037	3,848	4,810	9	9,704
Actual number conveyed in 1852 -	666·	656,363	2,360,387	3,145,400	3,978	6,166,128
Per-centage proportion -		10·64	38·29	51·01	·06	100·
Average number per mile -		985	3,544	4,723	6	9,258
Actual number conveyed in 1853 -	771·	805,127	2,845,578	3,420,012	3,758	7,074,475
Per-centage proportion -		11·38	40·23	48·34	·05	100·
Average number per mile -		1,044	3,691	4,436	4	9,175
Actual number conveyed in 1854 -	865·5	923,125	2,750,068	3,233,618	4,369	6,911,170
Per-centage proportion -		13·36	39·79	46·79	·06	100·
Average number per mile -		1,066	3,178	3,735	6	7,985

ACTUAL NUMBER of PASSENGERS conveyed of each class: the per-centage proportion of each class, and the average number of Passengers of each class conveyed per mile per annum.

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, and Season Ticket Holders.	Total conveyed.
GREAT BRITAIN and IRELAND.	Miles.					
Total conveyed in 1849	5579·5	7,292,812	23,521,650	32,890,322	136,755	63,841,539
Per-centage proportion		11·42	36·84	51·52	0·22	100·
Average number per mile		1,307	4,216	5,895	24	11,442
Total conveyed in 1850	6326·5	8,412,536	27,124,849	37,317,037	—	72,854,422
Per-centage proportion		11·55	37·23	51·22	—	100·
Average number per mile		1,329	4,287	5·899	—	11,515
Total conveyed in 1851	6755·5	10,014,337	30,474,830	44,884,949	16,979	85,391,095
Per-centage proportion		11·72	35·69	52,57	·02	100·
Average number per mile		1,482	4,511	6,645	2	12,640
Total conveyed in 1852	7113·	10,528,570	31,781,249	46,792,947	32,963	89,135,729
Per-centage proportion		11·81	35·67	52·49	·03	100·
Average number per mile		1,480	4,468	6,579	4	12,531
Total conveyed in 1853	7488·5	12,634,888	36,602,843	53,027,971	20,958	102,286,660
Per-centage proportion		12·35	35·78	51·85	·02	100·
Average number per mile		1,687	4,888	7,081	3	13,659
Total conveyed in 1854	7846·5	14,517,461	37,930,655	58,732,048	26,543	111,206,707
Per-centage proportion		13·05	34·12	52·82	·02	100·
Average number per mile		1,850	4,822	7,485	3	14,160

ACTUAL RECEIPTS from PASSENGERS of each Class; the per-Centage Proportion of Receipts from each Class, and the Average Receipts from each Class of Passengers per mile per annum.

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, Season Ticket Holders, and Excess Fares.	Total Receipts from Passengers.
ENGLAND.	Miles.	£	£	£	£	£
Actual receipts from passengers in 1849	4355·5	1,744,700	2,258,029	1,443,789	—	5,446,518
Per-centage proportion		32·06	41·46	26·48	—	100·
Average receipts per mile		406	518	331	—	1,255
Actual receipts from passengers in 1850	4908·5	1,869,721	2,440,638	1,578,244	—	5,888,603
Per-centage proportion		31·76	41·44	26·80	—	100·
Average receipts per mile		380	498	321	—	1,199
Actual receipts from passengers in 1851	5217·5	2,215,527	2,719,738	1,977,710	39,637	6,952,612
Per-centage proportion		31·86	39·11	28·46	0·57	100·
Average receipts per mile		424	521	378	7	1,330
Actual receipts from passengers in 1852	5477·	2,073,293	2,583,497	1,916,556	110,167	6,683,513
Per-centage proportion		31·02	38·65	28·68	1·65	100·
Average receipts per mile		379	471	350	20	1,220
Actual receipts from passengers in 1853	5730·5	2,307,242	2,718,058	2,170,714	130,092	7,326,106
Per-centage proportion		31·49	37·11	29·63	1·77	100·
Average receipts per mile		403	474	378	24	1,279
Actual receipts from passengers in 1854	5962·	2,415,744	2,903,192	2,425,722	151,744	7,896,402
Per-centage proportion		30·58	36·79	30·72	1·91	100·
Average receipts per mile		406	486	407	25	1324
SCOTLAND.						
Actual receipts from passengers in 1849	795·5	118,623	155,961	263,507	2,679	540,770
Per-centage proportion		21·96	28·84	48·71	0·49	100·
Average receipts per mile		149	196	331	4	680
Actual receipts from passengers in 1850	902·5	133,007	169,327	297,748	—	600,082
Per-centage proportion		22·16	28·22	49·62	—	100·
Average receipts per mile		147	188	329	—	664

Period.	Mean Length of Railway.	First Class.	Second Class.	Third Class and Parliamentary.	Mixed or not duly apportioned into Classes, Season Ticket Holders, and Excess Fares.	Total Receipts from Passengers.
SCOTLAND — *continued.*	Miles.	£	£	£	£	£
Actual receipts from passengers in 1851	957·5	145,636	164,813	309,810	2,290	622,549
Per-centage proportion - -		23·39	26·48	49·76	0·37	100·
Average receipts per mile -		152	171	324	2	649
Actual receipts from passengers in 1852	970·	147,198	171,992	319,003	6,377	644,570
Per-centage proportion - -		22·83	26·69	49·49	0·99	100·
Average receipts per mile -		151	177	328	7	663
Actual receipts from passengers in 1853	978·	176,744	175,377	337,864	7,727	697,712
Per-centage proportion - -		25·33	25·14	48·43	1·10	100·
Average receipts per mile -		181	179	345	8	713
Actual receipts from passengers in 1854	1019·	202,280	170,212	373,988	10,392	756,872
Per-centage proportion - -		26·82	22·50	49·31	1·37	100·
Average receipts per mile -		198	167	367	10	742
IRELAND.						
Actual receipts from passengers in 1849	428·5	64,445	116,979	109,180	—	290,604
Per-centage proportion - -		22·18	40·25	37·57	—	100·
Average receipts per mile -		150	273	255	—	678
Actual receipts from passengers in 1850	515·5	76,645	139,364	123,067	—	339,076
Per-centage proportion - -		22·60	41·10	36·30	—	100·
Average receipts per mile -		148	270	239	—	657
Actual receipts from passengers in 1851	580·5	78,136	142,184	141,204	4,079	365,603
Per-centage proportion - -		21·37	38·91	38·62	1·10	100·
Average receipts per mile -		135	244	243	7	629
Actual receipts from passengers in 1852	666·	100,190	163,155	162,807	9,758	435,910
Per-centage proportion - -		22·99	37·43	37·35	2·23	100·
Average receipts per mile -		150	245	259	15	669
Actual receipts from passengers in 1853	771·	130,007	203,651	193,378	10,223	537,259
Per-centage proportion - -		24·21	37·90	35·99	1·90	100·
Average receipts per mile -		168	264	251	13	696
Actual receipts from passengers in 1854	865·5	120,434	191,141	199,754	10,342	521,671
Per-centage proportion - -		23·09	36·63	38·29	1·99	100·
Average receipts per mile -		139	221	231	11	602
GREAT BRITAIN AND IRELAND.						
Total receipts from passengers in 1849	5579·5	1,927,768	2,530,969	1,816,476	2,679	6,277,892
Per-centage proportion - -		30·71	40·31	28·93	0·04	100·
Average receipts per mile -		345	454	326	—	1,125
Total receipts from passengers in 1850	6326·5	2,079,373	2,749,329	1,999,059	—	6,827,761
Per-centage proportion - -		30·46	40·28	29·26	—	100·
Average receipts per mile -		328	435	316	—	1,125
Total receipts from passengers in 1851	6755·5	2,439,299	3,026,735	2,428,724	46,006	7,940,764
Per-centage proportion - -		30·72	38·11	30·59	0·58	100·
Average receipts per mile -		361	448	359	7	1,175
Total receipts from passengers in 1852	7113·	2,320,681	2,918,644	2,398,366	126,302	7,763,993
Per-centage proportion - -		29·89	37·59	30·89	1·63	100·
Average receipts per mile -		326	411	337	17	1,091
Total receipts from passengers in 1853	7488·5	2,613,993	3,097,086	2,701,956	147,042	8,561,077
Per-centage proportion - -		30·54	36·18	31·57	1·71	100·
Average receipts per mile -		349	413	361	20	1,143
Total receipts from passengers in 1854	7846·5	2,738,458	3,264,545	2,999,464	172,478	9,174,945
Per-centage proportion - -		29·95	35·48	32·69	1·88	100·
Average receipts per mile -		349	416	382	21	1,168

COMPARISON OF MILEAGE, Number of Passengers conveyed, and of Receipts from Passengers and Goods, for the years ending December 1849 to December 1853.

	Mean length of Railway.	Number of Passengers.	Receipts.		
			From Passengers.	From Goods, including Passengers' Luggage, Horses, Carriages, Parcels, and Mails.	From Passengers and Goods.
ENGLAND AND WALES.			£	£	£
Year ended Dec. 1849 -	4355·5	49,879,364	5,446,518	4,750,504	10,197,022
„ „ 1850 -	4908·5	58,514,435	5,888,603	5,480,772	11,369,375
Increase over year 1849	553·	8,635,071	442,085	730,268	1,172,353
Per-centage increase -	12·69	17·31	8·11	15·38	11·49
Year ended Dec. 1851 -	5217·5	70,471,179	6,952,612	6,044,183	12,996,795
Increase over year 1850	309·	11,956,744	1,064,009	563,411	1,627,420
Per-centage increase -	6·29	20·43	18·07	10·28	14·31
Year ended Dec. 1852 -	5477·	73,235,119	6,683,513	6,773,980	13,457,493
			Decrease.		
Increase over year 1851	259·5	2,763,940	269,099	729,797	460,698
Per-centage increase -	4·98	3·92	3·87	12·07	3·55
Year ended Dec. 1853 -	5730·5	84,212,961	7,326,105	8,112,477	15,438,582
Increase over year 1852	253·5	10,977,842	642,592	1,338,497	1,981,089
Per-centage increase -	4·61	14·99	9·62	19·75	14·72
Year ended Dec. 1854 -	5962·	92,346,149	7,896,402	9,446,523	17,342,925
Increase over year 1853	231·5	8,133,188	570,297	1,334,046	1,904,343
Per-centage increase -	4·03	9·65	7·78	16·44	12·33
SCOTLAND.					
Year ended Dec. 1849 -	795·5	7,902,228	540,770	650,640	1,191,410
„ „ 1850 -	902·5	8,884,191	600,082	721,176	1,321,258
Increase over year 1849	107·	941,963	59,312	70,536	129,848
Per-centage increase -	13·42	11·92	10·96	10.84	10·89
Year ended Dec. 1851 -	957·5	9,286,313	622,549	814,053	1,436,602
Increase over year 1850	55·	442,122	22,467	92,877	115,344
Per-centage increase -	6·09	4·99	3·74	12·87	8·72
Year ended Dec. 1852 -	970·	9,734,482	644,570	928,972	1,573,542
Increase over year 1851	12·5	448,169	22,021	114,919	136,940
Per-centage increase -	1·30	4·82	3·53	14·11	9·53
Year ended Dec. 1853 -	987·	10,999,224	697,712	1,068,016	1,765,728
Increase over year 1852	17·	1,264,742	53,142	139,044	192,186
Per-centage increase -	1.75	12·99	8·24	14·96	12·21
Year ended Dec. 1854 -	1019·	11,949,388	756,872	1,241,450	1,998,322
Increase over year 1853	32·	950,164	59,160	173,434	232,594
Per-centage increase -	3·24	8·67	8·47	16·23	13·17
IRELAND.					
Year ended Dec. 1849 -	428·5	6,059,947	290,604	127,462	418,066
„ „ 1850 -	515·5	5,495,796	339,076	174,959	514,035
		Decrease.			
Increase over year 1849	87·	564,151	48,472	47,497	95,969
Per-centage increase -	20·30	9·30	16·67	37·25	22·95

	Mean length of Railway.	Number of Passengers.	Receipts. From Passengers.	Receipts. From Goods, including Passengers' Luggage, Horses, Carriages, Parcels, and Mails.	Receipts. From Passengers and Goods.
			£	£	£
Year ended Dec. 1851 -	580·5	5,633,603	365,603	198,459	564,062
Increase over year 1850	65·	137,807	26,527	23,500	50,027
Per-centage increase -	12·60	2·50	7·82	13·43	9·73
Year ended Dec. 1852 -	666·	6,166,127	435,910	243,609	679,519
Increase over year 1851	85·5	532,524	70,307	45,150	115,457
Per-centage increase -	14·72	9·45	19·23	22·75	20·46
Year ended Dec. 1853 -	771·	7,074,475	537,259	294,310	831,569
Increase over year 1852	105·	908,348	101,349	50,701	152,050
Per-centage increase -	15·76	14·73	23·24	20·81	22·37
Year ended Dec. 1854 -	865·5	6,911,170	521,671	352,806	874,477
Increase over year 1853	94·5	Decrease. 163,305	Decrease. 15,588	58,496	42,908
Per-centage increase -	12·25	2·30	2·90	19·87	5·16
GREAT BRITAIN AND IRELAND.					
Total for the year ended Dec. 1849 - - -	5579·5	63,841,539	6,277,892	5,528,606	11,806,498
„ „ 1850 -	6326·5	72,854,422	6,827,761	6,376,907	13,204,668
Total increase over 1849	747·	9,012,883	549,869	848,301	1,398,170
Per-centage increase -	13·38	14·11	8·75	15·34	11·84
Total for the year ended Dec. 1851 - -	6755·5	85,391,095	7,940,764	7,056,695	14,997,459
Total increase over 1850	429·	12,536,673	1,113,003	679,788	1,792,791
Per-centage increase -	6·73	17·20	16·30	10·66	13·57
Total for the year ended Dec. 1852 - -	7113·	89,135,729	7,763,993	7,946,561	15,710,554
Total increase over 1851	357·5	3,644,634	Decrease. 176,771	889,866	713,095
Per-centage increase -	5·32	4·26	2·22	12·61	4·75
Total for the year ended Dec. 1853 - -	7488·5	102,286,660	8,561,077	9,474,802	18,035,879
Total increase over 1852	375·5	13,150,931	797,084	1,528,241	2,325,325
Per-centage increase -	5·27	14·75	10·26	19·23	14·80
Total for the year ended Dec. 1854 - -	7846·5	111,206,707	9,174,945	11,040,779	20,215,724
Total increase over 1853	358·	8,920,047	613,868	1,565,977	2,179,845
Per centage increase -	4·77	8·73	7·71	16·52	12·66
Total increase of the year ended Dec. 1854, over year ended Dec. 1849	2267·	47,365,068	2,897,053	5,512,173	8,409,226
Per-centage increase -	40·63	74·15	46·14	99·67	71·22

AVERAGE NUMBER OF PASSENGERS and of Receipts from Passengers and from Goods per mile per annum, and per-centage Proportion of Receipts from Passengers and from Goods respectively for the years ending December 1849 to December 1853.

Period.	Mean Length of Railway.	Number of Passengers per Mile.	Receipts per Mile per Annum.			Per-centage Proportion of Receipts.		
			From Passengers.	From Goods.	From Passengers and Goods.	From Passengers.	From Goods.	From Passengers and Goods.
ENGLAND.	Miles.		£	£	£			
For the year ended December 1849	4355·5	11,450	1,255	1,090	2,345	53·42	46·58	100·
„ „ „ 1850	4908·5	11,920	1,199	1,117	2,316	51·79	48·21	100·
„ „ „ 1851	5217·5	13,504	1,330	1,158	2,488	53·49	46·51	100·
„ „ „ 1852	5477·	13,371	1,220	1,237	2,457	49·66	50·34	100·
„ „ „ 1853	5730·5	14,695	1,279	1,415	2,694	47·45	52·55	100·
„ „ „ 1854	5962·	15,487	1,324	1,584	2,908	45·53	54·47	100·
SCOTLAND.								
For the year ending December 1849	795·5	9,933	680	818	1,498	45·38	54·62	100·
„ „ „ 1850	902·5	9,799	664	799	1,463	45·42	54·58	100·
„ „ „ 1851	957·5	9,698	649	850	1,499	43·33	56·67	100·
„ „ „ 1852	970·	10,035	663	958	1,621	40·96	59·04	100·
„ „ „ 1853	987·	11,246	713	1,075	1,788	39·52	60·48	100·
„ „ „ 1854	1019·	11,725	742	1,219	1,961	37·84	62·16	100·
IRELAND.								
For the year ended December 1849	428·5	14,142	678	297	975	69·51	30·49	100·
„ „ „ 1850	515·5	10,661	657	339	996	65·96	34·04	100·
„ „ „ 1851	580·5	9,704	629	342	971	64·82	35·18	100·
„ „ „ 1852	666·	9,258	669	351	1,020	64·15	35·85	100·
„ „ „ 1853	771·	9,175	696	382	1,078	64·62	35·38	100·
„ „ „ 1854	865·5	7,985	602	408	1,010	59·60	40·40	100·
GREAT BRITAIN AND IRELAND.								
For the year ended December 1849	5579·5	11,442	1,125	990	2,115	53·17	46·83	100·
„ „ „ 1850	6326·5	11,515	1,079	1,007	2,086	51·70	48·30	100·
„ „ „ 1851	6755·5	12,640	1,175	1,045	2,220	52·94	47·06	100·
„ „ „ 1852	7113·	12,531	1,091	1,117	2,208	49·42	50·58	100·
„ „ „ 1853	7488·5	13,659	1,143	1,265	2,408	47·46	52·54	100·
„ „ „ 1854	7846·5	14,160	1,168	1,408	2,576	45·34	54·66	100·

APPENDIX 87.

No. 1.—Tables showing the Expenditure of Railway Companies during the Year 1854, derived from the Half-yearly Statements of the several Railway Companies, and classified to as great an Extent as the Statements have permitted.

ENGLAND.

Name of Company.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.								
	£	£	£	£	£	£	£	£	£	£	£	£	£	
Ambergate, Nottingham, Boston and Eastern Junction.	2,445		7,408		2,472		Included in Traffic Charges.	424	442	—	1,971	—	15,162	
Birkenhead, Lancashire, and Cheshire Junction.	11,928	18,479	1,640	1,673	4,395	16,252	402	2,418	2,507	—	*16,992	13,853	90,539	* Includes toll to London and North-western Railway Company, and Mileage and Demurrage, amounting to £10,870. The total expense is exclusive of £10,877 for river tonnage.
Blyth and Tyne	2,175	9,551	177	3,386	2,341		—	1,048	40	—	*10,026	390	29,134	* Includes £4,962 for rent of Wayleaves and £2,159 for rent of Bedlington Branch.
Bristol and Exeter	51,981	40,284	6,119		27,333		6,155	9,749	7,464	2,849	*14,184	35,496	201,614	* Includes £1,301 paid for rent of Somerset Central Railway.
Chester and Holyhead	23,177	37,763 includes Hire of Carriage.	—	10,521 including Hire of Waggons.	9,398	7,249	4,246	2,521	4,375	3,105	16,534	49,891	168,780	
Cockermouth and Workington.	268	1,106	492		629		—	66	71	—	770	1,482	4,884	
East Anglian	—	—	—	—	—	—	—	—	—	—	—	13,614	13,614	
Eastern Counties including "Norfolk," "Lowestoft," "Eastern Union," "Royston and Hitchin," "East Anglian."	59,459	160,419	42,150		165,185		16,361	31,575	22,148	4,813	21,009	78,326	*601,445	* Exclusive of £12,371 for Harbour, Ferry, and Navigation Expenses.
Eastern Union	Line worked by Eastern Counties.											33,255	33,255	
East Lancashire	19,443	33,172	Included in Traffic Charges.		17,349	43,885	—	4,360	3,229	—	17,932	35,661	175,031	
East Suffolk	This Line was only opened on the 4th December 1854.													
Furness	3,679	5,921	1,365		3,143		—	435		83	*8,719	3,352	26,697	* Includes £5,548 for repairs to Steam Boats, &c.
Great Northern	85,286	161,397	9,596	27,767	56,837	89,564	—	17,090	15,533	6,285	44,277	†131,058	*644,690	* Exclusive of £24,680 rent of Navigations. † Exclusive of £2,645 on Navigation Mortgages.
Great Western	122,042	117,552	66,511		115,774		22,063	25,845	28,799	9,753	22,518	252,822	783,679	Exclusive of rent to Gloucester and Dean Forest and Wycombe Railways.
Hull and Holderness	—	Supplied by North Eastern.			2,568		—	51	190	—	564	1,002	4,375	Line opened in June 1854.
Kendal and Windermere	687	1,411			2,194		—	161	313	—	220	2,425	7,411	
Lancashire and Yorkshire	44,527	108,278	19,650	23,057	34,685	112,849	—	20,289	10,898	9,457	*53,313	116,447	553,450	* Includes £32,531 part working expenses of Preston and Wyre and Blackburn Railways. The total is exclusive of Manchester and Bolton Canal Charges.
Lancaster and Carlisle	13,627	59,534	6,156	4,282	8,726	24,900	2,600	3,544	4,554	—	4,678	12,498	145,099	
Leeds, Bradford, and Halifax Junction.	Included in "Great Northern."				—	—	—	—	—	—	—	—	—	
Liskeard and Caradon	232	Included in Traffic Charges.		—	1,635		—	71	—	—	—	191	2,129	This is not a Passenger Line, and is only used for carriage of Ores, Coals, &c., to and from the Mines.
Liverpool, Crosby, and Southport.	2,992	Included in Traffic Charges.		—	*8,441		—	1,394		—	12,969	2,637	28,433	* Including Mileage charged by Lancashire and Yorkshire.
Llanelly Railway and Dock.	3,507	3,308	—	974	729		—	—	—	—	1,523	1,786	11,827	* Exclusive of £782 for Dock purposes.
Llynvi Valley	This Line is not open for Passenger Traffic.													
London and Blackwall	2,531	7,931	1,875		8,880		733	1,898	2,895	—	7,147	4,846	38,736	

No. 1.—Table showing the Expenditure of Railway Companies during the Year 1854—*continued.*

ENGLAND—*continued.*

Name of Company.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	——
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.								
	£	£	£	£	£	£	£	£	£	£	£	£	£	
London and Greenwich .	Leased to "South-eastern."													
London and North-western .	107,618	383,089	42,241	62,619	160,458	244,911	50,069	59,229	51,165	18,804	105,728	398,781	1,684,712	Exclusive of £87,46 deficiencies of Presto and Wyre, the Buck inghamshire, Shrop shire Union, and Bux ton Railways, and th Leeds and Liverpoo Canal, &c.
London and South-western .	55,389	90,672	21,258		94,528		3,231	41,700		—	24,236	89,227	420,241	
London, Brighton, and South Coast.	36,939	98,609	32,529		62,268	38,149	—	21,960	22,287	—	13,930	77,056	403,727	
Manchester, Buxton, Matlock, and Midland Junction.	Leased to "Midland" and "London and North-western."													
Manchester, Sheffield, and Lincolnshire.	35,206	77,690	6,763	13,603	72,574		—	5,178	3,958	—	29,386	110,119	354,482	Exclusive of £76,88 for Steamers, Cana Charges, and Cana Annuities.
Manchester, South Junction, and Altrincham.	1,470	5,342	234		2,880	74	668	1,362	895	—	1,626	4,946	19,497	
Maryport and Carlisle . .	4,214	12,671	2,510		760	1,518	—	958	531	160	3,267	4,813	31,402	
Midland	103,254	258,503	60,071		181,137		—	27,533	17,831	4,554	51,639	158,051	862,573	
Monmouthshire . . .	*12,045	26,541	—	—	15,074		—	4,462	184	—	6,893	7,747	72,946	*Exclusive of £2,630, fo labour on Canal.
Newcastle and Carlisle . .	11,535	25,716	10,087		10,790		1,205	2,257	1,735	—	4,546	26,765	94,636	
Newport, Abergavenny, and Hereford.	—	3,476	371	198	720	615	73	32	90	—	7,115	378	13,068	
Norfolk.	Worked by "Eastern Counties."													
North and South Western Junction.	325	—	—	—	569		—	113	55	—	656	623	2,341	
North Devon. . . .	—	—	—	—	—	—	—	—	—	—	—	2,680	2,680	Line rented by Mr Brassey.
North-eastern . . .	137,402	*300,252	118,093		137,630		12,850	29,328	18,169	—	†59,544	251,962	1,065,230	*Inclusive of Stationar Engines, &c. †Exclusive of £25,57 for Shipping an Dock Expenses.
North London . . .	2,445	20,005	3,312		10,962		833	1,721	1,588	—	14,066	12,822	67,754	
North Staffordshire . .	—	—	—	—	—	—	—	—	—	—	—	47,442	47,442	Line worked by th London and North western.
North-western . . .	Worked by the "Midland."													
Oxford, Worcester, and Wolverhampton.	8,395	40,014	563		6,708	16,745	1,365	1,547	2,815	—	7,162	33,546	118,865	Exclusive of £2,53 rent of Stratford an Moreton Railway.
Preston and Longridge. .	221	553	137		—	509	—	257	15	—	143	—	1,835	
Port Carlisle . . .	The Statements of this Company are made up to May in each year.									—	—	—	—	
St. Helens	2,516	7,603	629		2,364	3,532	883	950	—	—	2,047	13,849	34,373	Exclusive of £3,04 Canal Charges.
Saundersfoot . . .	This Line is not open for Passenger Traffic.													
Shrewsbury and Hereford .	Line rented by Mr. Brassey. (No Revenue Account.													
Shropshire Union. . .	7,217	10,871	4,104		8,443		—	118	524	126	1,381	—	32,784	Exclusive of Canal Ex penses and Interest.
Somerset Central . .	Line leased by the "Bristol and Exeter."													
South Devon . . .	16,075	24,418	4,401		13,992		2,159	1,297	2,831	—	1,000	23,828	90,001	
South-eastern . . .	66,686	105,720	34,418		54,318	62,071	9,930	40,065	24,859	4,416	*41,828	115,943	560,264	*Exclusive of Rent fo Greenwich Railway Deptford Cree Bridge, and Angestei Branch.
South Staffordshire . .	Line leased by Mr. M'Clean.													
South Wales	18,780		96,934		10,581		5,932	2,361	3,123	625	15,433	56,493	210,262	
South Yorkshire . . .	1,475	396	Included in Traffic Charges.		10,037		—	1,076	261	—	10,394	13,256	*36,895	*Exclusive of £3,047, a Rent of Barnsle Branch, and is ex clusive of £17,489 fo Navigation.
Stockton and Darlington .	26,570	54,734	2,237	18,758	3,122	8,088	2,299	3,734	—	—	15,228	16,988	151,758	Exclusive of £7,907 fo Shipping Expense and Tees Navigatio Rent.
Taff Vale	24,902	*25,940	9,692		13,589		2,446	3,675	826	203	11,256	11,166	103,695	*Including Stationar Engine, &c.
Vale of Neath . . .	3,194	5,288	2,283		3,449		—	406	161	146	4,059	4,248	23,234	
Warrington and Stockport	—	1,776	—	—	1,236		—	238		—	424	950	4,624	
West Cornwall . . .	*2,892	5,038	1,502		6,310		—	916	279	—	2,177	7,703	26,817	*Including Incline Planes.
West Hartlepool Harbour and Railway.	*15,516	33,666	—	—	3,704	18,661	—	1,460	505	—	8,096	36,426	118,034	*Maintenance of Dock and Dock Expenses amounting to £8,677 are excluded.
Whitehaven and Furness Junction.	1,629		3,329		1,947		—	166	245	—	2,297	5,801	15,914	
Whitehaven Junction . .	1,144		4,072		1,751		205	192	243	95	492	1,799	9,993	
Total . .	1,145,040		3,121,820		2,054,187		146,708		635,863		65,474	701,395	2,326,440	10,196,927

No. 1.—Table showing the Expenditure of Railway Companies during the Year 1854—*continued.*

SCOTLAND.

Name of Company.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Government Duty.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	——
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.								
	£	£	£	£	£	£	£	£	£	£	£	£	£	
Aberdeen	6,229	17,405	3,148	2,944	2,980	7,979	1,269	2,437	1,583	—	*7,109	25,269	†79,352	*Includes £1,159 Interest on Plant. †Exclusive of Arbroath and Forfar Guarantee.
Caledonian	40,624	90,336	3,978	15,303	25,696	34,927	8,877	3,947	4,723	1,391	41,829	98,256	369,887	
Caledonian and Dumbartonshire Junction	493	1,654	53	249	700	750	—	343	136	—	2,236	—	6,614	
Deeside	—	1,438	343	49	410	382	73	318	75	—	904	1,309	5,301	
Dundee and Arbroath	*2,350	3,861	587	828	5,269		—	415	508	—	3,830	974	18,622	*Includes £1,343 for relaying Permanent Way.
Dundee, Perth, and Aberdeen Junction, including Dundee and Newtyle	3,268	5,010	Included in Expenses.		2,002	7,898	—	186	380	—	11,325	10,143	40,212	
Edinburgh and Glasgow	12,470	33,704	6,759	12,082	8,987	13,028	—	3,470	3,437	—	12,878	41,225	*148,040	*Exclusive of Canal Expenses.
Edinburgh, Perth, and Dundee	10,945	21,459* *Including Stationary Engine.	2,412	2,907	6,759	10,393	—	4,217	1,891	—	*4,949	51,570	117,502	*Exclusive of £22,681 for Ferries and Shore Dues.
Forth and Clyde Navigation for the "Drumpeller"	—	—	—	—	—	—	—	—	—	—	—	—	—	No Detail of Railway Expenditure.
Glasgow and South-western	19,120	45,030	6,016	13,546	5,539	16,211	1,063	2,342	2,620	—	16,972	36,440	164,899	
Great North of Scotland	Opened on 12th September 1854. The Accounts are made up to the 31st August in each Year.													
Leven	Opened in August 1854.													
Monklands	3,991	10,695	126	3,068	1,171		827	796	100	—	2,192	5,231	28,197	
Morayshire	159	404	93		724		—	86	10	—	319	595	2,395	
North British	32,625	50,623	5,750	8,634	11,421	16,174	—	4,037	3,528	—	17,501	48,295	198,588	
St. Andrews	285	Supplied by "Edinburgh, Perth, and Dundee."			305	148	—	—	—	—	216	257	1,211	
Scottish Central	10,359	21,476			3,977	5,637	860	796	1,530	—	8,961	16,175	69,771	
Scottish Midland	5,529	8,151	1,386	758	2,811		538	507	388	252	4,413	2,174	26,907	
Stirling and Dunfermline	2,223	3,467	13	706	1,075	907	—	170	—	—	973	—	9,534	Line worked by Edinburgh and Glasgow.
Total	150,670	406,456			194,260		13,507	24,067	20,909	1,643	136,607	338,913	1,287,032	

IRELAND.

Name of Company.	Maintenance of Way.	Locomotive Working and Repairs.			Traffic Charges.		Police, Watchmen, &c.	Rates and Taxes.	Compensation for Accidents and Losses.	Miscellaneous and General Expenses.	Interest on Loans.	Total.	——
		Engines.	Carriages.	Waggons.	Coaching.	Merchandise Traffic.							
	£	£	£	£	£	£	£	£	£	£	£	£	
Belfast and Ballymena	2,526	7,247	343	703	1,898	2,848	997	352	—	1,535	5,472	23,921	
Belfast and County Down	501	2,120	174	158	1,528		—	137	—	1,316	—	5,934	
Cork and Bandon	869		3,568		793		—	496	—	1,484	2,375	9,585	
Cork, Blackrock, and Passage	758	2,320	298	—	908	—	—	254	—	1,683	1,746	7,967	
Dublin and Belfast Junction	3,598	7,036	1,270	—	2,949		—	737	—	2,711	8,494	26,795	
Dublin and Drogheda	3,872	12,254	1,376	—	5,349	1,489	—	811	—	2,030	15,991	43,172	
Dublin and Kingstown	6,378	6,393	2,200	—	2,937		1,076	1,882	—	5,323	2,800	28,989	
Dublin and Wicklow	—	1,343	292	—	2,213		—	—	—	950	848	5,646	Line opened 10th July 1854.
Dundalk and Enniskillen	505	1,946	1,505		1,580		—	53	—	662	1,876	8,127	
Great Southern and Western	20,676	57,934	10,890		16,285		3,718	3,263	997	7,450	18,534	139,747	
Irish South Eastern	—	5,638	—	—	—	—	—	176	—	1,383	1,346	8,543	Great Southern and Western supply the Haulage.
Killarney Junction	—	—	—	Working Expenses 6,370			—	206	—	1,207	5,101	12,884	Line worked and maintained by Great Southern and Western.
Londonderry and Coleraine	—	—	—	—	—	—	—	—	—	—	—	—	
Londonderry and Enniskillen	1,435	5,808	365		6,809		—	93	1,188	1,207	3,794	20,699	
Midland Great Western	6,246	19,435	—	—	11,739		—	—	—	11,307	25,554	74,281	
Newry and Enniskillen	—	—	—	—	910		—	5	—	35	—	950	
Newry, Warrenpoint, and Rostrevor	No Revenue Account.												
Ulster	3,828	2,969	793		13,427		1,286	1,513	—	2,412	8,491	34,719	
Waterford and Kilkenny	1,482		3,063		2,359		—	163	—	833	5,195	13,095	
Waterford and Limerick	3,631	12,719	284		7,343		2,356	—	541	1,057	—	27,931	
Waterford and Tramore	142		1,294		795		—	—	—	—	638	2,869	
Total	56,447	173,788			90,529		9,433	10,141	2,726	44,585	108,255	495,854	

No. 2.—Tables showing the Receipts and Expenditure of Railway Companies reduced to a Mileage Rate, derived partly from the Returns of Traffic made by Railway Companies to this Department, and partly from the Half-yearly Statements of the Railway Companies.

ENGLAND.

Name of Railway.	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.			Expenditure per Mile of Railway open for									Expenditure per Mile travelled by Trains for					
												Maintenance of Way.	Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous (including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.
		Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Total.		Engines and Working.	Carriages.	Wagons.	Coaching.	Merchandise.									
	M.	£	£	£								£	£	£	£	£	£	£	£	£	d.	d.	d.	d.	d.	d.
Ambergate, Nottingham, Boston, and Eastern Junction	19·8	554·1	1,273·9	1,827·9	243·03	137·27	380·30	—	5,039·74	3,156·21	8,195·95	123·49	—	374·14	-	124·85		99·54	43·74	765·76	3·62	10·95	3·65	2·91	1·28	22·41
Birkenhead, Lancashire, and Cheshire Junction	32·9	1,981·5	2,147·8	4,129·3	311·24	142·98	454·22	315,128·08	7,564·74	3,729·24	11,293·98	362·53	561·68	49·85	50·85	133·60	493·99	528·69	149·69	2,330·88	7·70	14·06	13·32	11·25	3·18	49·51
Blyth and Tyne	11·4	527·0	3,203·4	3,730·4	237·19	1,039·30	1,276·49	160,059·12	2,564·29	10,866·67	13,430·96	190·79	837·80	15·53	297·02	205	35	690·09	95·41	2,332·02	3·42	20·36	3.68	1·57	1·73	33·76
Bristol and Exeter	117·7	1,619·3	1,063·8	2,683·1	106·87	29·85	136·72	277,090·56	3,434·26	1,412·33	4,846·59	441·64	342·26	51·99		232·22		185·96	146·24	1,400·31	21·86	19·55	11·46	9·20	7·21	69·28
Chester and Holyhead	105·5	1,006·3	1,030·3	2,036·6	103·17	66·74	169·91	155,304·33	103·17	66·74	169·91	219·57	358·03	—	99·70	89·07	68·70	226·38	65·36	1,126·91	7·21	15·02	5·17	7·42	2·14	36·97
Cockermouth and Workington	8·5	289·0	684·0	973·0	391·53	392·94	784·47	46,898·82	3,328·	2,750·59	6,078·59	31·53	130·12	57·88		74·		90·59	16·12	400·24	1·26	7·42	2·92	3·58	·62	15·80
East Anglian. Included in "Eastern Counties."																										
Eastern Counties. Including "Norfolk," "Lowestoft," "Eastern Union," "Royston and Hitchin," "East Anglian," and "Newmarket"	536·5	1,034·4	1,049·4	2,083·8	174·64	52·29	226·93	206,125·20	4,776·78	3,754·35	8,531·13	110·82	299·09	78·52		307·88		78·62	100·13	975·06	3·12	10·10	8·76	2·26	2·91	27·25
Eastern Union. Included in "Eastern Counties."																										
East Lancashire	79·7	1,455·4	1,950·4	3,405·8	246·15	178·83	424·97	304,286·87	6,891·16	6,459·37	13,350·53	243·95	416·21	Included in Traffic Charges		217·68	550·63	224·99	95·22	1,748·68	4·39	7·47	13·81*	1·02	1·72	31·41
East Suffolk	This Line was only opened on the 4th December 1854.																									
Furness	20·9	235·0	1,839·7	2,074·7	292·58	374·30	666·88	57,834·88	3,638·22	2,803·11	6,441·33	176·03	283·30	65·31		150·38		155·69	20·82	851·53	6·56	12·99	5·60	15·67	·78	41·61
Great Northern. Including "Leeds, Bradford, and Halifax Junction"	293·6	1,282·7	2,219·0	3,501·7	57·43	74·12	131·55	199,618·97	6,138·96	11,003·32	17,142·29	290·48	549·72	32·68	94·57	193·59	305·06	172·21	111·12	1,749·43	4·07	9·48	7·46	2·41	1·60	25·02
Great Western. Including "Shrewsbury and Birmingham" and "Shrewsbury and Chester"	419·11	1,909·4	1,393·4	3,302·8	190·52	57·77	248·29	342,603·25	6,513·40	2,651·19	9,164·59	291·18	280·48	158·62		276·23		129·64	130·48	1,266·63	7·62	11·50	7·24	3·39	3·42	33·17
Hull and Holderness	17·5	522·2	213·2	735·4	154·74	42·06	196·8	82,229·94	2,762·50	757·02	3,519·52	Supplied by the North-eastern Company.				293·48		68·48	27·52	385·48	Included in North-eastern.	20·01	4·39	1·88	26 28	
Kendal and Windermere	10·3	672·1	487·9	1,160·0	481·36	82·81	564·17	70,872·43	3,077·47	474·56	3,552·03	66·69	—	136·99		213·01		21·36	46·03	484·08	4·51	9·25	14·39	1·44	3·12	32·71
Lancashire and Yorkshire. Including "Preston and Wyre"	276·2	1,412·4	2,389·4	3,801·8	324·97	262·39	587·36	277,964·07	6,391·28	5,997·68	12,388·96	161·22	392·02	71·15	83·48	125·57	408·58	227·26	112·91	1,582·19	3·12	10·59	10·35	4·40	2·19	30·65
Lancaster and Carlisle	90·6	1,373·8	1,769·8	3,143·6	62·19	81·86	144·05	216,246·47	4,858·01	7,139·41	11,997·42	150·41	657·11	67·94	47·26	96·32	274·84	80·33	89·38	1,463·59	3·01	15·45	7·42	1·61	1·79	29·28
Leeds, Bradford, and Halifax Junction. Included in "Great Northern."																										
Liskeard and Caradon	Not a Passenger Line.																									
Liverpool, Crosby, and Southport	16·7	1,698·0	251·1	1,949·1	490·95	37·49	528·44	246,514·19	4,610·47	609·10	5,219·57	179·16	Included in Traffic Charges.			505·44		776·59	83·48	1,544·67	8·24	—	23·24	35·71	3·84	71·03

No. 2.—Tables showing the Receipts and Expenditure of Railway Companies reduced to a Mileage Rate, &c.—*continued.*

ENGLAND—*continued.*

Name of Railway.	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.			Expenditure per Mile of Railway open for									Expenditure per Mile travelled by Trains for					
												Maintenance of Way.	Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive, including Rolling Stock.	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.
		Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains	Total.		Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.									
	M.	£	£	£								£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Llanelly Railway and Dock	28·3	52·4	434·2	486·6	44·24	60·45	104·69	10,697·52	779·68	1,051·88	1,831·5	123·92	116·88	—	34·42	25·76		53·82	—	354·80	16·24	19·83	3·37	7·05	—	46·49
Llynvi Valley	A Tramroad.																									
London and Blackwall. Exclusive of "London, Tilbury, and Southend" Section	5·2	13,252·3	882·1	14,134·4	3,091·73	159·23	8,250·96	No Account.	31,681·73	597·11	32,278·84	486·74	1,525·19	360·57		1,707·69		1,515·39	921·73	6,517·31	3·62	14·02	12·70	11·27	6·85	48·46
London and Greenwich. Included in South-eastern.																										
London and North-western	641·5	2,130·6	2,870·5	5,001·1	164·83	123·35	288·18	372,626·15	7,668·94	6,622·59	14,291·53	167·76	597·19	65·84	97·61	250·12	381·78	272·18	172·09	2,004·57	2·82	12·77	10·61	4·57	2·89	33·66
London and South-western	256·4	1,935·9	883·3	2,819·2	448·69	115·64	564·33	344,288·73	7,477·91	2,501·35	9,979·26	216·02	353·56	82·99		368·67		107·13	162·64	1,291·01	5·20	10·50	8·86	2·58	3·91	31·05
London, Brighton, and South Coast	163·9	3,203·7	979·3	4,183·0	452·78	47·43	500·21	558,578·88	5,493·72	6,312·04	11,805·76	225·37	601·64	198·47		379·91	233·37	84·99	269·36	1,993·11	4·58	16·26	12·45	1·73	5·49	40·51
Manchester, Buxton, Matlock, and Midland Junction	11·5	366·6	580·2	946·8	—	—	—	68,284·69	3,155·13	1,207·04	4,362·17	Included in "Midland."														
Manchester, Sheffield, and Lincolnshire	167·3	880·9	1,622·7	2,503·6	294·87	104·60	399·47	162,571·65	6,194·19	5,188·98	11,383·18	210·43	464·38	40·45	81·30	433·79		175·65	54·62	1,460·62	4·42	12·36	9·15	3·72	1·15	30·80
Manchester South Junction and Altrincham	9·3	3,349·6	765·4	4,115·0	10,376·77	—	10,376·77	696,301·61	1,296·99	—	1,296·99	158·06	574·41	25·16		309·68	7·96	246·66	242·69	1,564·62	3·66	13·87	7·35	5·70	5·61	36·19
Maryport and Carlisle	28·3	511·8	1,137·5	1,649·3	95·79	143·88	239·67	81,841·70	2,686·36	3,673·14	6,359·50	148·90	447·74	88·69		26·85	53·64	121·09	52·62	939·54	5·62	20·24	3·04	4·57	1·99	35·46
Midland. Including North-western	536·3	1,001·0	1,844·1	2,845·1	—	—	—	193,466·71	4,887·21	6,296·86	11,186·07	192·53	482·01	112·01		337·75		104·78	84·59	1,313·67	4·13	12·75	7·25	2·25	1·81	28·19
Monmouthshire	42·2	366·6	2,023·0	2,389·6	163·74	529·07	692·81	81,927·74	2,191·84	8,146·96	10,338·76	285·42	628·93	—	—	357·20		163·35	110·10	1,545·	6·62	14·60	8·29	3·79	2·56	35·86
Newcastle and Carlisle	78·3	572·4	1,498·8	2,071·2	79·46	110·42	189·88	99,365·99	2,918·54	6,488·19	9,406·73	147·32	328·43	123·82		137·80		73·45	50·99	866·81	3·76	11·66	3·52	1·87	1·30	22·11
Newport, Abergavenny, and Hereford	33·8	404·9	394·3	799·2	79·26	34·31	113·57	80,696·27	3,238·63	1,384·05	4,622·68	—	102·84	10·97	5·83	21·31	18·20	212·67	3·62	375·44	—	6·21	2·05	11·04	·19	19·49
Norfolk	Worked by "Eastern Counties."																									
North and South Western Junction	3·9	999·7	719·7	1,719·4	1,022·56	561·28	1,583·84	No Account.	7,300·25	2,245·12	9,545·37	83·33	Supplied by "London and South-western."			145·89		168·20	43·09	440·51	2·10	—	3·67	4·23	1·08	11·08
North Devon	17·4	312·8	124·4	437·2	32·52	—	32·52	24,378·94	1,040·92	—	1,040·92	Line rented by Mr. Brassey.														
North-eastern	702·8	758·7	1,517·3	2,276·0	169·03	93·41	262·44	151,159·92	4,189·07	7,186·67	11,375·74	195·50	427·22	168·03		195·83		103·	67·59	1,157·17	4·12	12·56	4·13	2·17	1·43	24·41
North London	8·4	8,359·4	4,109·2	12,468·6	4,740·00	1,064·04	5,804·04	No Account.	49,912 50	9,147·61	59,060·11	291·07	2,381·54	394·29		1,305·		1,773·69	393·93	6,539·52	1·18	11·28	5·30	7·21	1·60	26·57
North Staffordshire	123·0	683·6	977·6	1,661·2	248·93	103·62	352·55	110,314·32	4,386·67	2,779·30	7,165·97	Line worked by "London and North-western."														
North-western. Included in "Midland."																										
Oxford, Worcester, and Wolverhampton	90·7	890·5	851·2	1,741·7	248·90	74·78	323·68	140,862·00	3,813·49	2,776·02	6,589·51	92·55	441·17	6·26		73·96	184·62	94·01	48·10	940·67	3·37	16·30	9·42	3·42	1·75	34·26
Preston and Longridge	6·5	269·0	236·3	505·3	232·61	193·54	426·15	83,193·23	3,024·	1,258·	4,282·	34·	85·08	21·07		—	78·31	22·	41·85	282·30	1·91	5·95	4·39	1·23	2·34	15·82

F f 2

No. 2.—Tables showing the Receipts and Expenditure of Railway Companies reduced to a Mileage Rate, &c.—*continued.*

ENGLAND—*continued.*

Name of Railway.	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.			Expenditure per Mile of Railway open for									Expenditure per Mile travelled by Trains for						
		Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods. Trains.	Total.	Maintenance of Way.	Locomotive. Engines and Working.	Locomotive. Carriages.	Locomotive. Waggons.	Traffic Charges. Coaching.	Traffic Charges. Merchandize.	Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive (including Rolling Stock).	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.
	M.	£	£	£								£		£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Port Carlisle	11·1	81·8	94·4	176·2	86·93		86·93	22,478·55	1,031·71		1,031·71																
St. Helens	24·6	469·0	1,466·0	1,935·0	756·17	1,139·55	1,895·72	103,585·64	5,510·16	9,116·33	14,626·49	102·27	309·06	25·58		96·09	143·58	119·11	38·62	834·31	1·66	5·45	3·90	1·94	·63	13·58
Saundersfoot	Not a Passenger Line.																										
Shrewsbury and Hereford	50·6	523·3	535·6	1,058·9	54·81	41·84	96·65	93,823·70	2,780·81	1,976·43	4,757·24	Line rented by Mr. Brassey.															
Shropshire Union	29·	569·9	921·0	1,490·9	226·41	35·55	261·96	357,561·20	5,678·82	2,074·86	7,753·68	248·86	374·86	141·52		291·14		51·96	22·14	1,130·48	7·70	15·98	9·01	1·61	·69	34·99
Somerset Central	Line leased to the "Bristol and Exeter" Railway.																										
South Devon	56·9	1,420·8	665 5	2,086·3	162·58	31·70	194·28	277,678·91	4,920·07	1,266·05	6,186·12	282·51	429·14	77·34		245·91		55·52	72·55	1,162·97	10·96	19·65	9·54	2·15	2·81	45·11
South-eastern	254·4	2,293·3	959·2	3,257·5	304·96	23·76	328·72	412,107·46	7,150·	1,910·37	9,060·37	258·26	409·55	133·28		210·37	240·39	217·55	251·44	1,720·84	6·46	13·57	11·27	5·44	6·28	43·02
London and Greenwich Section	3·8	12,008·9	106·3	12,115·2	127·58	Nil.	127·58	Not known.	4,565·89	Nil.	4,565·89																
	258·2																										
South Staffordshire	25·4	1,651·3	1,722·8	3,374·1	1,045·	329·21	1,374·21	383,635·23	6,613·46	5,332·76	11,946·22	Line leased by Mr. M'Lean.															
South Wales	140·4	801·9	924·6	1,726·5	44·16	39·08	83·24	No Account.	4,284·80	2,498·18	6,782·98	133·76		690·41		75·36		156·62	39·07	1,095·22	4·78	24·69	2·69	5·60	1·40	39·16
South Yorkshire	20·2	410·9	2,662·3	3,073·2	No Account.			No Account.	3,455·64	2,087·52	5,543·16	73·02	19·60	—	—	496·88		514·55	66·19	1,170·24	3·16	·84	21·53	22·27	2·87	50·67
Stockton and Darlington	94·5	255·8	2,663·2	2,919·0	Not known.			46,724·80	1,857·74	Not known.	—	281·17	579·19	23·67	198·49	33·04	85·59	185·47	39·52	1,426·12	Mileage of Trains incomplete.					
Taff Vale	42·7	387·8	3,630·5	4,018·3	48·71	219·20	267·91	78,739·04	1,558·78	4,822·48	6,381·26	583·14	607·50	227·		318·25		325·65	105·41	2,166·95	21·93	31·38	11·97	12·25	3·96	81·49
Vale of Neath	25·1	614·7	1,035·9	1,650·6	120·04	69·60	189·64	163,454·00	2,351·28	1,989·40	4,340·68	127·25	120·67	90·95		137·42		167·53	22·59	756·41	7·06	16·74	7·63	9·30	1·25	41·98
Warrington and Stockport	10·5	481·8	6·2	488·0	346·66	—	346·66	116,619·87	3,674·90	—	3,674·90	—	169·14	—	—	117 70		40·38	22·67	349·89	—	10·74	7·47	2·56	1·43	22·20
West Cornwall	30·5	443·7	622·7	1,066·4	105·28	126·40	231·68	113,641·03	2,708·00	1,557·28	4,265·08	94·83	165·18	46·22		206·89		71·38	39·19	626·69	6·51	14·72	14·21	4·90	2·69	43·03
West Hartlepool Harbour and Railway	45·0	204·5	2,175·9	2,380·4	132·34	256·46	388·80	44,523·58	17,233·11	6,429·49	23,662·60	314·80	748·13	—	—	82·31	414·70	179·91	43·66	1,813·51	10·15	22·02	14·65	5·29	1·29	53·38
Whitehaven and Furness Junction	33·8	175·9	231·9	407·8	119·64	37·51	157·15	27,442·48	2,253·13	655·99	2,909·12	48·19		113·30		57·60		67·95	12·16	299·20	3·97	9·35	4·75	5·61	1·	24·68
Whitehaven Junction	12·9	623·7	735·9	1,359·6	264·54	181·38	446·92	106,906·00	3,186·46	2,176·61	5,363·07	88·68		315·65		135·74		61·39	33·73	635·19	3·94	14·02	6·03	2·72	1·49	28·20
Total	5,924·3	1,329·9	1,593·1	2,923·	339·54 Exclusive of "Midland," "Matlock," "South Yorkshire," and "Stockton and Darlington."			240,500·98 Exclusive of "Ambergate and Boston," "London and Blackwall," "North and South-western Junction," "South Yorkshire," and "South Wales."	10,461·30 Exclusive of "Stockton and Darlington."			196·75	536·41			352·96		156·98	109·26	1,352·36	4·55 Exclusive of "North Devon," "Shrewsbury and Hereford," "Port Carlisle," "South Staffordshire," and "Stockton and Darlington."	12·41	8·16	3·63	2·53	31·28

Exclusive of the "North Devon," "Shrewsbury and Hereford," "Port Carlisle," and "South Staffordshire."

Average Receipt per Train per Mile - - 68·82*d.*

No. 2.—Tables showing the Receipts and Expenditure of Railway Companies reduced to a Mileage Rate, &c.—*continued.*

SCOTLAND.

Name of Railway.	Mean Length of Line.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.			Expenditure per Mile of Railway open for									Expenditure per Mile travelled by Trains for					
												Maintenance of Way.	Locomotive.			Traffic Charges.		Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates and Government Duty.	Total.	Maintenance of Way.	Locomotive, including Rolling Stock.	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.
		Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods. Trains.	Total.		Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.									
	M.	£	£	£								£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Aberdeen	73·2	533·2	897·2	1,430·4	159·48	91·93	251·41	95,348·45	4,818·67	2,603·01	7,421·68	85·11	237·77	43·00	40·22	40·71	109·	114·45	54·92	725·18	2·75	10·38*	4·84	3·70	1·77	23·44
Caledonian	193·3	1,070·5	1,963·	3,033·5	No Account.			328,664·28	5,809·82	7,500·57	13,310·19	210·16	467·34	20·58	79·16	132·93	180·69	269·52	44·85	1,405·23	3·79	10·23	5·65	4·86	·81	25·34
Caledonian and Dumbartonshire Junction	8·0	830·5	631·5	1,462·	390·37	166·82	557·19	177,703·12	3,123·00	1,416·25	4,539·25	61·62	206·75	6·63	31·12	87·50	93·75	279·50	59·88	826·75	3·26	12·93	9·58	14·76	3·17	43·70
Deeside	16·2	367·2	280·2	647·4	132·34	56·91	189·25	78,032·34	2,183·39	935·37	3,118·76	—	88·76	21·17	3·03	25·31	23·58	60·31	24·26	246·42	—	8·69	3·76	4·64	1·86	18·95
Dundee and Arbroath	17·3	840·1	759·6	1,599·7	317·45	78·38	395·83	178,272·19	5,395·60	1,404·85	6,800·45	135·84	223·18	33·93	47·86	304·57		221·39	53·35	1,020·11	4·79	10·76	10·75	7·83	1·87	36·00
Dundee, Perth, and Aberdeen Junction	31·2	517·7	975·	1,492·7	213·33	150·00	363·33	143,322·66	3,648·33	2,720·19	6,368·52	104·74	160·58	Included in Traffic Charges.		64·17	253·14	362·98	18·14	963·75	3·95	6·15	11·90	13·62	·69	36·31
Edinburgh and Glasgow	92·0	1,297·9	1,359·4	2,657·3	137·08	120·41	257·49	251,351·40	4,577·95	3,497·76	8,075·71	135·54	366·35	73·47	131·33	97·68	141·61	139·98	75·07	1,161·03	4·03	16·97	7·10	4·15	2·23	34·48
Edinburgh, Perth, and Dundee	72·1	878·1	1,220·1	2,098·2	435·53	292·81	724·34	148,149·59	3,742·84	4,078·11	7,820·95	151·80	297·63	33·46	40·32	93·74	144·14	68·64	84·72	914·45	4·68	11·38	7·30	2·09	2·59	28·04
Glasgow and South-western	178·0	572·9	1,082·4	1,655·3	76·09	79·48	155·57	No Account.	2,759·52	5,370·16	8,129·68	107·42	252·98	33·80	76·11	31·11	91·07	101·32	27·87	721·68	3·17	10·70	3·61	2·98	·82	21·28
Great North of Scotland	This Line was opened on 12th September 1854.																									
Leven	This Line was opened in August 1854.																				Mileage of Trains incomplete.					
Monkland	35·9	74·1	1,485·1	1,559·2	94·81	No Account.		16,003·53	718·99	No Account.		111·17	297·91	3·51	85·46	32·62		84·09	24·96	639·72	1·73	5·47	7·88	3·48	1·04	19·60
Morayshire	5·9	239·3	216·4	455·7	622·70		622·70	60,196·27	3,736·27		3,736·27	26·93	68·47	16·61		122·71		54·07	16·27	305·08						
North British	147·9	670·7	977·3	1,648·	192·40	85·70	278·19	114,025·77	3,618·50	2,821·25	6,439·75	220·59	342·28	38·88	58·38	77·22	109·36	118·33	51·15	1,016·19	8·21	16·13	6·95	4·41	1·90	37·60
St. Andrew's	4·6	383·9	293·4	677·3	1,008·26		1,008·26	62,399·78	5,066·52		5,066·52	61·96	Supplied by "Edinburgh, Perth, and Dundee."			66·30	32·18	46·95	—	207·39	2·93	—	4·67	2·22	—	9·82
Scottish Central	50·2	1,003·8	1,517·4	2,521·2	79·28	129·64	208·92	163,579·70	3,455·11	5,009·06	8,464·17	206·36	427·81			79·22	112·29	195·64	46·33	1,067·65	5·86	12·14	5·40	5·56	1·30	30·26
Scottish Midland Junction	35·9	427·5	833·9	1,266·4	77·93	105·87	183·80	80,408·13	2,562·84	3,313·67	5,876·51	154·01	227·05	38·61	21·11	78·30		144·93	24·93	688·94	6·29	11·69	3·20	5·90	1·02	28·10
Stirling and Dunfermline	24·6	277·5	690·3	967·8	160·60	216·82	377·42	54,322·15	2,141·05	1,915·00	4,056·05	90 37	140·93	·53	28·70	43·70	36·87	39·55	6·91	387·56	5·35	10·08	4·78	2·33	·41	22·95
Total	986·3	762·1	1,214·8	2,006·9	296·39 Exclusive of "Caledonian" and "Monkland."			179,704·79 Exclusive of "Glasgow and South-western."	8,424·55 Exclusive of "Monkland."			152·76	412·10			196·97		153·86	45·59	961·28	4·51	12·19	5·82	1·35	4·55	28·42
																						Exclusive of "Monkland."				

Average Receipt per Train per Mile - - 59·33*d.*

* Inclusive of Interest on Plant.

No. 2.—Tables showing the Receipts and Expenditure of Railway Companies reduced to a Mileage Rate, &c.—*continued.*

IRELAND.

Name of Railway.	Mean Length of Line open.	Receipts per Mile for			Number of Trains per Mile.			Mileage travelled by Passengers per Mile of Line open.	Mileage travelled by Trains per Mile of Line open.			Expenditure per Mile of Railway open for									Expenditure per Mile travelled by Trains for					
													Locomotive			Traffic Charges.										
		Passengers.	Goods.	Total.	Passenger Trains.	Goods Trains.	Total.		Passenger Trains.	Goods Trains.	Total.	Maintenance of Way.	Engines and Working.	Carriages.	Waggons.	Coaching.	Merchandise.	Miscellaneous, including Policemen, Watchmen, Pointsmen, &c., and Compensation for Accidents.	Rates.	Total.	Maintenance of Way.	Locomotive, including Rolling Stock.	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates.	Total.
	M.	£	£	£								£	£	£	£	£	£	£	£	£	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Belfast and Ballymena	37·9	634·6	482·6	1,117·2	101·68	41·29	142·97	155,337·20	4,012·95	1,558·73	5,571·68	66·64	191·24	9·04	18·54	50·07	75·16	66·80	9·29	486·78	2·87	9·42	5·39	2·88	·40	20·96
Belfast and County Down	16·8	616·8	150·9	767·7	725·71	12·97	738·68	191,863·33	4,918·98	200·35	5,119·33	29·81	126·18	10·35	9·40	90·94		78·33	8·14	353·15	1·40	6·84	4·26	3·67	·38	16·55
Cork and Bandon	19·7	326·2	228·9	555·1	107·15	22·33	129·48	71,406·70	2,143·14	446·70	2,589·84	44·11	—	181·11	—	40·25		75·33	25·13	365·93	4·09	16·78	3·73	6·98	2·33	33·91
Cork, Blackrock, and Passage	6·3	1,537·1	27·5	1,614·6	1,624·76	Nil.	1,624·76	472,893·33	10,154·76	Nil.	10,154·76	120·31	368·25	47·30	—	144·13	—	267·15	40·32	987·46	2·84	9·82	3·41	6·31	·95	23·33
Dublin and Belfast Junction	55·6	573·2	291·3	864·5	60·07	11·43	71·50	96,726·15	3,128·88	644·04	3,772·92	64·71	126·54	22·84	—	53·04		48·76	13·25	329·14	4·12	9·50	3·37	3·10	·84	20·93
Dublin and Drogheda	62·2	732·9	382·6	1,115·5	153·81	18·68	172·49	133,202·97	3,970·12	398·81	4,368·93	62·25	197·01	22·12	—	85·99	23·94	32·64	13·03	436·98	3·42	12·04	6·04	1·79	·72	24·01
Dublin and Kingstown	7·7	6,534·9	141·2	6,676·1	3,721·68	—	3,721·68	No Account.	22,330·12	—	22,330·12	823·31	830·26	285·71	—	381·43		831·04	244·42	3,401·17	8·90	11·99	4·10	8·93	2·63	36·55
Dublin and Wicklow	16·3	917·2	9·2	926·42	526·66	Nil.	526·66	214,315·67	4,693·33	Nil.	4,693·33	—	82·39	17·19	—	135·77		58·28	—	249·35	—	10·32	13·97	6·	—	30·29
Dundalk and Enniskillen	23·3	199·7	303·	502·7	116·48		116·48	36,252·01	2,389·27		2,389·27	21·67	83·52	64·59		67·80		28·42	2·78	268·28	2·18	14·88	6·81	2·85	·23	26·95
Great Southern and Western	196·2	806·	662·6	1,468·6	24·16	14·01	38·17	150,249·46	2,862·17	1,301·42	4,163·59	105·37	295·26	55·50		83·04		62·	16·63	617·80	6·08	20·22	4·79	3·58	·97	35·64
Irish South-eastern	22·6	302·8	214·8	517·6	87·83	27·87	115·70	54,934·11	2,206·10	700·39	2,906·49	—	249·47	—	—	—	—	61·19	7·78	318·45	—	20·60	—	5·05	·64	26·29
Killarney Junction	10·3	179·4	129·6	309·	40·29	No Account.		33,250·47	1,652·20	No Account.		Worked and maintained by "Great Southern and Western."				158·06		29·95	5·11	193·12	Mileage of trains incomplete.					
Londonderry and Coleraine	36·2	196·6	175·3	371·9	79·66		79·66	42,590·49	2,576·29		2,576·29	No Account.														
Londonderry and Enniskillen	50·8	235·6	288·3	523·9	27·28	11·47	38·75	48,414·92	2,783·26	858·97	3,642·23	28·24	114·33	7·18		134·04		47·14	1·83	332·76	1·86	8·01	8·83	3·11	·12	21·93
Midland Great Western	126·4	549	497·8	1,046·8	26·74	13·45	40·19	122,103·77	2,669·25	1,212·	3,881·25	49·41	153·76	—	—	92·87		89·45	—	385·49	3·06	9·51	5·74	5·53	-	23·84
Newry and Enniskillen	3·5	217·1	78·3	295·4	1,068·85		1,068·85	No Account.	3,779·71		3,779·71	—	—	—	260·		—	10·	1·43	271·43	—	—	16·51	·63	·09	17·23
Newry, Warrenpoint, and Rostrevor	5·7	605·1	47·	652·1	1,450·52	None.	1,450·52	184,464·91	8,699·64	None.	8,669·64	No Account.														
Ulster	35·6	979·1	896·7	1,875·8	127·69	53·65	181·34	224,708·11	3,662·55	1,882·04	5,545·19	107·53	83·39	22·28		377·16		103·88	42·50	736·74	4·64	4·57	16·32	4·49	1·83	31·85
Waterford and Kilkenny	28·7	198·2	172·2	370·4	90·66		90·66	39,317·73	2,693·69		2,693·69	51·64		106·73		82·19		29·02	5·68	275·26	4·60	9·51	7·32	2·58	·51	24·52
Waterford and Limerick	76·3	279·7	230·5	510·2	40·77	8·41	49·18	50,708·82	2,376·60	625·77	3,002·35	47·59	166·70	3·72		96·24		51·82	—	366·07	3·81	13·62	7·69	4·14	—	29·26
Waterford and Tramore	7·4	556·1	11·3	567·4	321·75	—	321·75	171,016·21	4,815·81	—	4,815·81	19·19		174·86		107·44		—	—	301·49	·96	8·71	5·35	—	—	15·02
Total	875·5	595·8	403·	998·8	153·49 Exclusive of "Killarney Junction."			117,714·83 Exclusive of "Dublin and Kingstown" and "Newry and Enniskillen."	4,086·49 Exclusive of "Killarney Junction."			67·71	208·42			108·60 Exclusive of "Londonderry and Coleraine," and "Newry, Warrenpoint, and Rostrevor."		68·07	12·17	464·97	4·25	13·08	6·82	4·27	·76	29·18 Exclusive of "Killarney Junction," "Londonderry and Coleraine," and "Newry, Warrenpoint, and Rostrevor."

Average Receipt per Train per Mile - - 61·49*d.*

No. 3.—SUMMARY.

		Maintenance of Way.	Locomotive, including Rolling Stock.	Traffic Charges.	Miscellaneous, including Policemen, Watchmen, Compensation, &c.	Rates and Government Duty.	Total.
		£	£	£	£	£	£
England	Actual Expenditure	1,145,040	3,121,820	2,054,187	913,577	635,863	7,870,487
	Per-Cent. Proportion	14·55	39·67	26·09	11·61	8·08	100·
Scotland	Actual Expenditure	150,670	406,456	194,260	151,757	44,976	948,119
	Per-Cent. Proportion	15·90	42·88	20·49	16·01	4·72	100·
Ireland	Actual Expenditure	56,447	173,738	90,529	56,744	*10,141	387,599
	Per-Cent. Proportion	14·57	44·82	23·36	14·64	2·62	100·
Total	Actual Expenditure	1,352,157	3,702,014	2,338,976	1,122,078	690,980	9,206,205
	Per-Cent. Proportion	14·68	40·21	25·41	12·19	7·51	100·

	Expenditure.	Receipt.	Proportion per Cent. of Expenditure to Receipt.
	£	£	
England	7,870,487	17,593,011	45
Scotland	948,119	1,979,327	43
Ireland	387,599	834,810	46
Total	9,206,205	20,407,148	45

*Note.—The receipts from passengers in Ireland are not subject to Government Duty.

Appendix No. 88.

Statement of the Number of Persons, divided into Classes, who were employed on all the Railways in the United Kingdom, opened and unopened, on the 30th June 1854.

—	Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Stationmasters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.	Guards and Breaksmen.	Switchmen.	Gatekeepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.
Persons employed on all open Railways -	177	38	133	324	206	167	718	2,165	322	186	6,389	1,012	3,054	3,126	3,213	2,731	2,071	1,440	13,447	7,235	20,412	19,678	2,225	90,409
Persons employed on all Railways not open	108	18	187	147	95	79	355	—	—	108	157	787	—	—	—	—	—	319	172	—	6,779	35,806	284	45,401
Total Persons employed on all Railways -	285	56	320	471	301	246	1,073	2,165	322	294	6,546	1,799	3,054	3,126	3,213	2,731	2,071	1,759	13,619	7,235	27,191	55,484	2,509	135,810

257

REPORT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON THE

ACCIDENTS

WHICH HAVE OCCURRED ON

RAILWAYS

During the Year 1854.

Presented to both Houses of Parliament by Command of Her Majesty,

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

[882]

REPORT

UPON THE

ACCIDENTS WHICH HAVE OCCURRED ON RAILWAYS

DURING THE YEAR

1854.

Railway Department, Board of Trade,
Whitehall, 1st February 1855.

My Lords,

I HAVE the honour to lay before you the following report upon the accidents which have occurred on railways during the year 1854.

From the returns which have been made to this department by Railway Companies, it would appear that in 1854, 223 persons have been killed, and 453 persons have been injured on railways. (*See* Appendix No. 1. Table 1.)

Of this number, 31 killed and 346 injured were passengers; 112 killed and 87 injured were servants of Railway Companies, or persons employed under contractors on the Railways; and 80 persons have been killed and 20 injured who were neither passengers nor servants of the Railway Companies.

ACCIDENTS TO PASSENGERS.

Of the passengers who have suffered on railways, 12 were killed, and 331 injured, from causes beyond their own control; and 19 were killed, and 15 injured, from want of caution on their own part.

The accidents which caused the death of the 12 passengers who were killed from causes beyond their own control are as follow; viz.:

In England, on the Eastern Counties Railway, two from a collision near Thetford on the 5th January between two trains proceeding in opposite directions upon the same line of rails, and one from a collision on the same railway on the 30th December between a special cattle train and a mail train.

On the London, Brighton, and South Coast Railway, three from a collision on the 21st August, at Croydon, between an excursion train belonging to the South-Eastern Railway Company, and an engine belonging to the London, Brighton, and South Coast Railway Company.

On the Midland Railway, one from a collision on the 25th November between a passenger train and a goods' train at the Knighton Junction.

On the North-eastern Railway, one, on the 7th October, from being struck whilst sitting in a train by something projecting from another train passing in the opposite direction.

On the South Staffordshire Railway, one from a collision on the 8th December at Bescot Junction, between a passenger train and some waggons in a siding.

In Scotland, on the Great North of Scotland Railway, one from a collision on the 23d September at the Kittybrewster Station, between two passenger trains, and one on the North British Railway, on the 7th December, from a collision in the Calton Tunnel, between a passenger train, a goods' train, and a pilot engine.

In Ireland, on the Dublin and Kingstown Railway, one passenger was killed by the fracture of the tire of the wheel of a second-class carriage.

All these accidents have been reported upon by Inspecting Officers of this department.

The accident last-mentioned could not have been guarded against.

The accident on the North-eastern Railway was attributed to the space between the adjacent lines of rails on that portion of line being narrower than on almost all other railways in the kingdom. The other ten passengers were killed in consequence of collisions between trains, which are attributed, in the Inspecting Officers' reports, more or less, to inadequacy in the regulations for working the traffic on the lines. A further reference will be made to them in remarking upon the accidents to trains.

Of the 331 passengers injured from causes beyond their own control, 283 suffered in collisions between trains, 33 were injured in accidents from trains leaving the rails, and 15 from trains running through facing points. (*See* Appendix No. 1. Tables 2. and 3.)

The proportion of passengers who have been killed and injured to the number of passengers conveyed on railways during the year cannot be shown, inasmuch as the traffic returns for the half year ending the 31st December 1854 have not been received from the Railway Companies.

There is no doubt, however, but that it is very favourable, as compared with the year 1853; and indeed probably with any previous year.

Inasmuch, however, as the traffic returns are complete to the 30th June 1854, and that it is desirable to show what has been the proportion between the number of passengers who have suffered on railways and the number conveyed for each of the nine half years ending the 30th June 1854, I have caused the following Table to be prepared. The ratio of persons who have suffered to the number conveyed per mile of railway open is also exhibited, because in making a comparison of this nature for several years the length of line open forms a material element in the question as to the degree of safety with which the traffic has been conveyed.

Year.	Mean Number of Miles open.	Number of Passengers conveyed.	Number of Passengers conveyed per Mile of Railway open.	Number of Persons employed on 30th June per Mile open.	Accidents to Passengers.																	
					From Causes beyond their own Control.						From their own Misconduct or Incaution.						Total.					
					Killed.			Injured.			Killed.			Injured.			Killed.			Injured.		
					Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.	Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.	Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.	Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.	Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.	Number.	Proportion to Number of Passengers conveyed.	Proportion to Number of Passengers conveyed per Mile of Railway open.
1850.																						
30th June -	6,170	31,766,503	5,148	—	3	1 in 10,588,834	1 in 1,716	33	1 in 962,621	1 in 156	7	1 in 4,538,072	1 in 735·4	3	1 in 10,588,834	1 in 1,716	10	1 in 3,176,650	1 in 514·8	36	1 in 882,403	1 in 143
31st Dec. -	6,464·5	41,087,919	6,356	—	9	1 in 4,576,435	1 in 706·2	138	1 in 297,738	1 in 46	13	1 in 3,160,609	1 in 488·8	9	1 in 4,576,434	1 in 706·2	22	1 in 1,867,632	1 in 288·9	147	1 in 279,509	1 in 43
Total, 1850	6,326	72,854,422	11,516	9.5	12	1 in 6,071,202	1 in 959·6	171	1 in 426,049	1 in 67·3	20	1 in 3,642,721	1 in 575·8	12	1 in 6,071,202	1 in 959·6	32	1 in 2,270,138	1 in 359·8	183	1 in 398,112	1 in 62·9
1851.																						
30th June -	6,659	37,881,703	5,688	—	11	1 in 3,443,791	1 in 517	142	1 in 266,772	1 in 40	8	1 in 4,735,212	1 in 711	6	1 in 6,313,617	1 in 948	19	1 in 1,933,773	1 in 299	148	1 in 255,958	1 in 38·4
31st Dec. -	6,794	47,509,392	6,992	—	8	1 in 5,938,674	1 in 874	213	1 in 223,048	1 in 32·8	9	1 in 5,278,821	1 in 776·8	14	1 in 3,393,528	1 in 499	17	1 in 279,435	1 in 411	227	1 in 209,292	1 in 30·8
Total, 1851	6,755·5	85,391,095	12,640	9.6	19	1 in 4,494,268	1 in 665·2	355	1 in 240,538	1 in 35·8	17	1 in 5,023,005	1 in 743·5	20	1 in 4,269,554	1 in 632	36	1 in 2,374,753	1 in 353·8	375	1 in 227,709	1 in 33·7
1852.																						
30th June -	6,983	39,249,605	5,620	—	1	1 in 39,249,605	1 in 5,620	56	1 in 700,585	1 in 100	10	1 in 3,924,960	1 in 562	5	1 in 7,849,921	1 in 1,124	11	1 in 3,568,145	1 in 510·9	61	1 in 643,436	1 in 92
31st Dec. -	7,206	49,886,124	6,922	—	9	1 in 5,542,902	1 in 769	316	1 in 157,867	1 in 21·9	12	1 in 4,157,177	1 in 576·8	3	1 in 16,628,708	1 in 2,307	21	1 in 2,375,529	1 in 329·6	319	1 in 156,382	1 in 21·7
Total, 1852	7,113	89,135,729	12,531	9.5	10	1 in 8,913,572	1 in 1,253	372	1 in 239,612	1 in 33·6	22	1 in 4,051,624	1 in 569·5	8	1 in 11,141,966	1 in 1,566	32	1 in 2,785,491	1 in 391·5	380	1 in 234,567	1 in 32·9
1853.																						
30th June -	7,424	45,080,316	6,072	—	10	1 in 4,508,031	1 in 607	114	1 in 395,441	1 in 53·2	14	1 in 3,210,022	1 in 433·6	7	1 in 6,440,045	1 in 867·4	24	1 in 1,878,346	1 in 253	121	1 in 372,564	1 in 50
31st Dec. -	7,575	57,206,344	7,552	—	26	1 in 2,200,244	1 in 290·5	166	1 in 344,616	1 in 45·4	14	1 in 4,086,167	1 in 532	13	1 in 4,400,488	1 in 580·9	40	1 in 1,430,158	1 in 188·8	179	1 in 325,175	1 in 42
Total, 1853	7,488·5	102,286,660	13,679	10·7	36	1 in 2,841,296	1 in 379·4	280	1 in 365,309	1 in 48·7	28	1 in 3,653,095	1 in 487·8	20	1 in 5,114,333	1 in 682·9	64	1 in 1,598,229	1 in 213	300	1 in 340,955	1 in 45·5
1854.																						
30th June -	7,721·5	50,367,404	6,523	—	3	1 in 16,789,134	1 in 2,174	72	1 in 699,547	1 in 91·9	4	1 in 12,591,851	1 in 1,630·7	3	1 in 16,789,134	1 in 2,174	7	1 in 7,195,343	1 in 931	75	1 in 671,565	1 in 86·9
31st Dec. -	7,923·5			11·6	9			259			15			12			24			271		
Total, 1854	7,842·	Returns incomplete.			12			331			19			15			31			346		

From this Table it will appear that the proportion of passengers injured to the number conveyed is, for the half year ending 30th June 1854, exceedingly small, as compared with former half years; but several accidents have occurred in the last half year, which will have the effect of altering considerably the ratio for the year.

Although the general average here shown may be taken as an index of the safety of railway travelling, it is to be observed that some Railway Companies have carried the traffic with a greater degree of safety than others, and that upon certain lines no accidents have occurred during the period included in the Table.

It appeared, therefore, desirable to show for the same period the railways upon which passengers have been killed or injured from causes beyond their own control, as well as the class of accidents by which they have suffered. With this view Tables have been prepared which exhibit this information as fully as the records of this department will allow (Appendix No. 1. Tables 3, 4, and 5.); and as a means of estimating approximately the relative degree of safety with which the Railway Companies have carried passengers, a summary of the traffic upon each line is appended. In examining these Tables, however, it must be recollected that any results to be derived from them can only give an approximate view, because the traffic is not evenly distributed over the lines, and local circumstances, as well as the varying conditions under which the traffic is worked, form an important element in the question.

From these Tables it will appear, that between the 1st January 1850 and the 30th June 1854, the Lancaster and Carlisle Railway Company conveyed nearly 2,200,000 passengers over 90 miles of railway without injury, and that in the same period the North London Railway Company conveyed ten and a half millions of passengers without accident over eight and a half miles of railway. Unfortunately, however, a serious accident occurred on the latter company's line in August 1854.

The North Staffordshire Railway Company have also conveyed in this period 4,622,131 passengers over 123 miles of railway, without any passenger having suffered from an accident to a train. The only passenger who was killed upon the railway during that period was an Irish reaper, who had been improperly placed by the company in a low-sided goods' waggon, from which he fell.

It would appear that 95 accidents to trains have come under the cognizance of your Lordships during the year 1854; of these, 85 have been specially reported upon by the Inspecting Officers of this department.

These 85 accidents may be generally classed under the two principal heads adopted in my Report of last year of, Accidents appertaining to the rolling stock and road, and, Accidents appertaining to the management of railways.

Under the first of these heads, viz.

Accidents appertaining to the rolling Stock and road, are 32 accidents, which may be further subdivided into

	No.
Accidents from engines or carriages leaving the rails - - -	24
Accidents from trains running through facing points - - -	3
Accidents to persons in trains being struck against works adjacent to the line - - - - - - -	2
Miscellaneous - - - - - - - - -	3
Total -	32

Under the second head, viz.,

Accidents appertaining to the management, are 53 accidents, which may be further classified as—

	No.
Collisions on double lines of railway between trains following each other on the same line of rails - - - -	29
Collisions at junctions - - - - - -	5
Collisions at stations or sidings - - - -	14
Collisions on single lines of railway between trains meeting in opposite directions - - - - -	4
Miscellaneous - - - - - -	1
	53

The Reports upon these accidents have been laid before Parliament, and Tables Nos. 1. and 2. in Appendix No. 2. show the lines upon which each of these accidents has occurred, and the causes to which they are severally to be attributed. The following Table gives a summary of this information, together with the names of the companies upon whose lines the accidents have occurred, and the number of passengers and other persons (not being servants of the railway companies) who have been killed* and injured thereby.

* *Note.*—In the Table fifteen passengers are stated to have been killed: of these passengers eleven were killed in accidents to trains; one was killed in a train from a cause over which he had no control, but which did not cause an accident to the train; one was killed in a train from want of caution on his part; and two were killed at level crossings.

NATURE OF ACCIDENT.	Number of Accidents.	Passengers or Persons unconnected with Lines.		Causes arising from the Rolling Stock or the Road.				
					Neglect of		Defective Construction of	
		Killed.	Injured.	Purely accidental.	Machinery of Train.	Road.	Machinery of Train.	Road.
1st Class.—Accidents appertaining to Rolling Stock or Road.								
Accidents from engine or carriages leaving the rails	24	1	14	15	1	4	–	2
Accidents from trains running through facing points	3	–	11	–	–	–	–	1
Accidents from persons in trains being struck against works adjacent to line or by passing trains	2	2	–	–	–	–	–	1
Miscellaneous	3	2	21	2	–	–	–	2
Total	32	5	46	17	1	4	–	6
2d Class.—Accidents appertaining to Management.								
Collisions on double lines of railway from trains following each other on the same line of rails	29	2	116	2	2	–	3	–
Collisions at junctions	5	1	21	–	–	–	–	–
Collisions at stations or sidings	14	4	77	1	–	–	–	3
Collisions on single lines of railway between trains meeting in opposite directions	4	3	61	1	–	–	–	–
Miscellaneous	1	–	–	–	–	–	–	–
Total	53	10	275	4	2	–	3	3
Total of all classes	85	15	321	21	3	4	3	9

Name of Company.	Length. Miles. Chs.							
Caledonian	193 20	1	–	2	–	1	–	–	–
Chester and Holyhead	105 42	2	–	4	–	–	–	–	–
Dublin and Kingstown	7 60	1	1	–	1	–	–	–	–
East Lancashire	79 54	2	–	–	–	1	–	–	1
Eastern Counties	495 3	4	3	15	1	–	–	–	–
Great Northern	283 56	15	–	9	10	–	–	–	1
Great North of Scotland	39 35	1	1	21	–	–	–	–	–
Great Western	336 14	3	1	–	1	–	–	–	1
Lancashire and Yorkshire	276 20	4	–	7	1	–	–	–	–
Lancashire and Yorkshire / East Lancashire (Joint Line)		2	–	9	1	–	–	–	–
London, Brighton, and South Coast	164 38	2	4	32	–	–	–	–	–
London and North-western	642 49	10	–	25	2	–	–	–	1
London and South-western	264 16	1	–	1	–	–	–	–	–
Londonderry and Enniskillen	60 30	2	–	4	1	–	–	–	–
Manchester, Sheffield, and Lincolnshire	169 25	4	–	6	–	–	2	–	–
Midland	493 53	7	1	24	1	–	–	–	–
Monmouthshire	45 3	3	1	2	–	–	1	–	1
North British	147 74	3	1	18	–	–	–	3	–
North-Eastern	683 44	5	1	26	1	–	1	–	2
North London	8 34	1	–	28	–	–	–	–	–
North Union		3	–	2	–	–	–	–	–
St. Helen's Canal and Railway	24 68	1	–	5	–	–	–	–	–
South Eastern	254 34	3	–	10	1	–	–	–	1
South Staffordshire	25 30	4	1	69	–	–	–	–	1
Shropshire Union	18 28	1	–	2	–	1	–	–	–
Total	4,819 30	85	15	321	21	3	4	3	9

CAUSES OF ACCIDENTS.

Causes attributable to the Management.														
Insufficient Supply of Means for securing Safety.							Defective Discipline.							
							Unpunctuality.							
Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication between the Guard and Engine Driver.	Want of adequate Signals.	Want of Timepieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Improper Interference by Persons not under Control of Company.	Malicious Attempt of Persons not under Control of Company.	Cases where, if the Line had been worked by the Electric Telegraph, the Accidents would have been averted.
1	1	–	–	5	–	–	–	1	1	–	2	–	1	–
1	–	–	–	–	–	–	–	–	3	–	2	–	–	–
–	–	–	–	–	–	–	–	–	2	–	–	–	–	–
1	–	–	–	–	–	–	–	–	1	–	–	–	–	–
3	1	–	–	5	–	–	–	1	7	–	4	–	1	–
3	5	6	–	3	8	2	1	9	21	13	20	–	–	21
1	4	–	–	–	3	3	1	1	1	–	4	–	–	–
7	3	–	2	–	4	–	–	1	8	2	6	1	–	3
–	–	–	–	–	1	–	–	–	4	–	2	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	–	–
11	12	6	2	3	16	5	2	11	34	15	32	2	–	24
14	13	6	2	8	16	5	2	12	41	15	36	2	1	24
–	1	1	–	1	–	–	–	–	1	–	–	–	–	1
–	–	1	–	–	1	–	–	1	2	1	1	–	–	1
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	1	–	–	–	–	–
1	–	–	–	–	1	–	–	–	4	1	1	–	–	2
–	–	–	–	2	1	–	–	2	4	1	2	–	–	2
–	–	–	–	–	–	–	–	–	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	2	–	–
1	2	–	–	1	2	1	–	–	1	2	1	–	–	2
1	1	–	–	–	–	–	–	1	1	–	–	–	–	1
1	–	–	–	–	1	–	–	–	2	–	1	–	–	1
2	1	1	1	–	2	1	1	3	5	4	8	–	–	4
–	–	–	–	–	–	–	–	–	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
1	–	1	–	–	2	1	–	–	1	1	2	–	–	1
2	1	–	–	1	1	–	–	2	3	1	4	–	–	1
1	–	–	–	–	–	–	–	–	2	–	2	–	–	1
–	1	1	–	2	–	–	–	1	2	1	2	–	–	3
–	2	–	–	–	2	1	1	–	2	1	2	–	–	–
–	–	1	–	–	–	–	–	–	1	–	1	–	–	1
1	2	–	–	–	1	–	–	–	2	–	1	–	–	–
1	1	–	–	–	–	1	–	–	–	–	1	–	–	–
–	–	–	1	1	–	–	–	–	1	–	1	–	–	–
2	1	–	–	–	2	–	–	1	3	2	3	–	–	2
–	–	–	–	–	–	–	–	1	–	–	1	–	–	1
14	13	6	2	8	16	5	2	12	41	15	36	2	1	24

It is desirable, however, to allude to the causes of these accidents more fully under the several heads.

Accidents appertaining to the Rolling Stock and Road.

1. *From Engines or Carriages leaving the Rails.*

Under this head are included twenty-four accidents.

Of these, one which occurred on the Londonderry and Enniskillen Railway, was the result of a malicious attempt to destroy an excursion train, and another, which occurred on the South-eastern Railway, was caused by the negligence of an inferior servant.

Fifteen accidents are attributed to causes which could not have been guarded against. Of these, eleven occurred from the fracture of axles and tires of wheels; nine of these eleven which occurred on the Great Northern Railway, and one which occurred on the Midland Railway near Ambergate, were unattended with injury to passengers, and the remaining one occurred on the Dublin and Kingstown Railway, by which a woman was killed. In three of these accidents, viz., two on the Great Northern Railway, and the one on the Midland Railway, the want was experienced of a communication between the engine driver and guard.

In one accident the hinder portion of a passenger train on the Lancashire and Yorkshire Railway was thrown off the rails by a snowdrift, and the engine driver proceeded with the leading portion of the train without being aware of the accident: the hinder portion was afterwards run into by another passenger train approaching in the opposite direction. This consequence of the accident would probably have been avoided had a means of communication existed between the guard and engine driver of the first train, by which the latter would have become aware of the accident to the hinder part of his train so as to have afforded assistance in stopping approaching trains.

A train on the South-Eastern Railway was thrown off the line without any apparent cause, and in this case the want of a means of communication between the guard and engine driver was felt.

On the joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies near Liverpool, a waggon was thrown off the line, without apparent cause, and blocked up the adjacent line.

The consequences of this accident were much aggravated by the train having been run into by a train approaching in the opposite direction: the main cause of the combined accident was the want of punctuality of one of the trains, attributed partly to the insufficiency of accommodation for the traffic, and partly to the insufficiency of the staff.

One accident, which occurred on the London and North-western Railway near Huddersfield, is attributed to the fact of a joint key having slipped out, and would, it is stated by the Inspecting Officer in his report, probably have not occurred had the fished joint been in use on this part of the line.

The remaining seven accidents appear to have been within the control of the management.

Four of these, viz., two on the Manchester, Sheffield, and Lincolnshire Railway, one on the Monmouthshire Railway, and one on the North-eastern Railway, were the result of a neglected permanent way.

Of the other three accidents, two occurred on curves, of which, one on the Great Northern Railway was attributed to the use of wooden treenails instead of iron spikes for fastening the chairs to the sleepers, and the other, on the East Lancashire Railway, to the want of super-elevation in the outer rail. By the remaining accident a train of the East Lancashire Railway Company was thrown off the line, in consequence of a cover of a goods waggon, which had been negligently attached, having fallen on to the rails.

2. *Accidents from Trains running through Facing Points.*

Three accidents occurred from this cause. Two of them (both of which occurred on the London and North-western Railway) are attributed to the negligence of inferior servants; but the regulations of the company would also appear to have been insufficient. In one of these cases, viz., the accident at Preston, the use of facing points appears to have been resorted to owing to the insufficient accommodation for the requirements of the traffic. In the other case they were necessary during some repairs on the line.

The third accident occurred on the South-eastern Railway at the Sandwich station, and was chiefly attributable to the fact that the regulations did not require that the points should be held during the passage of a train.

3. *Accidents from Persons in Trains being struck against Works adjacent to Line, or by Projections from passing Trains.*

Two accidents are classed under this head.

The causes of both have been partly imputed to the insufficiency of the companies regulations. The one on the London, Brighton, and South Coast Railway would not have occurred if the rules had prohibited persons from riding on carriage trucks. In the other case, viz., the accident on the North-eastern Railway, the main cause of the accident was the construction of the road, which only afforded a space of five feet between the adjacent lines of rails, instead of six feet, as is the case on other railways, whilst carriages belonging to other railway companies of all sizes were allowed to run in the trains.

4. *Miscellaneous.*

Of these, one was entirely out of the control of the company. It occurred on the Birmingham and Wolverhampton Branch of the Great Western Railway, and by it a girl waiting to cross the line at a level crossing was killed by the fracture of the tire of the wheel of a passing engine. Another accident, caused by the falling in of Bramhope Tunnel on the North-eastern Railway, was partly attributable to defects in the construction of the tunnel. The third, by which a man was killed, on the Monmouthshire Railway, at a level crossing at Newport, was attributable to the defective construction of the level crossing, and the inadequate regulations of the company.

It would therefore appear that out of the thirty-two accidents above enumerated, fourteen were within the control of the management, whilst eighteen could not have been guarded against; but in six cases out of these eighteen the consequences would probably have been less severe had a different management prevailed.

ACCIDENTS APPERTAINING TO THE MANAGEMENT.

1. *Collisions on Double Lines of Railway between Trains following each other.*

Twenty-nine accidents are placed under this heading.

Of these, one only, by which five passengers were injured, was a collision between two passenger trains. This one occurred on the joint line of the East Lancashire and Lancashire and Yorkshire Railway Companies, and was occasioned by an excursion train having been started soon after a goods' train, which had some shunting operations to perform at a siding. These were not completed when the excursion train came up, and it was consequently delayed, and run into by an ordinary passenger train started soon after it. This accident is attributed to the insufficient regulations of the company on this part of the line.

One accident occurred from a collision between a coal train and a ballast train in the Stoke Tunnel on the Great Northern Railway, and is attributed to the insufficient regulations, especially as regards the system for securing intervals between trains.

Three were collisions between goods' trains and coal trains, of which two occurred on the London and North-western Railway, and were both attributable, partly to the negligence of the inferior servants, and partly to insufficient regulations; but the primary cause of one of these which occurred at King's Langley, was the unpunctuality of the train, and the accidental fracture of part of the machinery of the train. The third occurred on the Manchester, Sheffield, and Lincolnshire Railway in Clarboro' Tunnel, between a goods' train of that company and a coal train of the Great Northern Railway Company. This accident is partly attributable to the negligence of inferior servants, and to a want of proper signals, and a defective system for securing a proper interval between trains, and also to an insufficient supply of engine power.

One was a collision between two goods' trains, and occurred on the South

Staffordshire Railway at Walsall, and is attributed to defective regulations, want of adequate signals, and an insufficient establishment.

The remaining twenty-four accidents of this class occurred between passenger trains and goods' trains.

Of these, one which occurred at the Churchover Station on the Midland Railway cannot be attributed to negligence; but as it would not have occurred had the line been worked by the electric telegraph in the manner pointed out in the circular from this department of the 12th August 1854 (for a copy of which see Appendix No. 5.), it may be considered due to an insufficient system for securing a proper interval between trains.

In six cases, one of the trains had come to rest upon the line at the time of the accident from the engine having been neglected or from its being defective, or from its not possessing sufficient power to draw the train. In one of these cases, viz., a collision on the Shropshire Union Railway at Newport, between a passenger train and a goods' train which had stopped on the line close to the distant signal of the station, neglect was attributable to the engine driver of the goods' train, and the accident was partly caused by remissness in other servants, but it was also to some extent caused by the unpunctuality of one of the trains, arising from insufficient organization.

Another collision occurred on the Caledonian Railway between a goods' train, which came to a standstill on the line, and a passenger train, in which the stoppage of the engine was the consequence of its having been overworked. In this case the engine driver and fireman had been out on the engine for more than thirty hours, and had also been at work on the engine for fifteen hours on the previous day, The guard of the train had been similarly overworked. This accident is also attributed to the system of working being defective. A third accident, by which one person was killed, occurred on the Eastern Counties Railway at Thetford, between a passenger train which had stopped on the line and a goods' train. This accident was immediately due to the accidental fracture of a small pin of the machinery of the engine, but was also attributable to the negligence of the guard and the insufficient regulations of the company. In the case of the other three accidents, viz., one on the Chester and Holyhead Railway at Chester, one on the London and North-western Railway near Warrington, and one on the North London Railway, the engine power was insufficient; but these accidents were also attributed to the negligence of inferior servants and the defective regulations of the company.

The last five accidents would probably not have occurred had the line been worked by the electric telegraph.

Three accidents occurred on the North British Railway, which are partly traceable to the defective form of the couplings of the carriages, and the use of only one means of attachment between the vehicles in a train. Of these accidents, the one which occurred near the Reston Station was partly attributable to the negligence of an inferior servant, but it would not have occurred had a proper means of communication existed between the guard and engine driver of the train. The other two accidents were attributed chiefly to great defects of management. These three accidents would have been prevented if the line had been worked by the electric telegraph, as before pointed out.

The negligence of inferior servants would appear to have contributed to cause nine out of the remaining thirteen accidents. In seven of the cases the regulations of the companies were also in fault. To these causes was added unpunctuality in the case of the collision in the Welwyn Tunnel on the Great Northern Railway, between a passenger train and a coal train, the collision at Stowe Hill Tunnel on the London and North-western Railway, between an excursion train and a coal train, the collision on the South Staffordshire Railway at Wednesbury, and the collision on the Midland Railway at Chesterfield. In the cases of the accident which occurred on the Manchester, Sheffield, and Lincolnshire Railway at Woodhouse Junction, and the accident which occurred on the North-eastern Railway at Brockley Whinns, a want of adequate signals contributed to cause them, combined, in the first case, with insufficient accommodation for the requirements of the traffic, in the second with an insufficient establishment.

The remaining one of these seven accidents occurred on the Newport and Pontypool Branch of the Monmouthshire Railway from a collision between a passenger train and a goods' train which had commenced backing on the line towards a station.

The other two accidents caused by the negligence of inferior servants, viz., the one on the Great Northern Railway near Hatfield, and the one on the London and North-western near Birdswood Siding, were also due to unpunctuality in the trains, combined, in the case of the latter accident, with the want of adequate signals, and the want of means by which the servants of the companies could have ascertained the precise time.

The remaining four accidents under this head are attributable to defects in the management, combined with want of adequate signals in the case of three, viz., the accident on the Chester and Holyhead Railway near Penmon Mawr, the one on the Great Northern Railway near Biggleswade, and the accident at the Stockport Tunnel on the London and North-western Railway. The remaining accident occurred on the Lancashire and Yorkshire Railway near the Milwood Tunnel, and is chiefly attributable to the defective system for securing intervals between trains.

Six out of these fourteen last-mentioned accidents would not probably have occurred had the line been worked by the electric telegraph.

2. *Collisions at Junctions.*

Five accidents are placed under this head.

One of these, which occurred on the St. Helens Railway at the Sutton Station, was mainly due to the negligence of an engine driver; but among the circumstances bearing on this accident were, the want of a proper signalman, the insufficiency of the accommodation for the traffic, and the want of means for ascertaining the correct time.

One occurred at the Knighton Junction of the Midland Railway, by which one passenger was killed, and several were injured. It was occasioned by a passenger train, which was approaching the junction on one line, coming into collision with a goods' train approaching on the other line; and was attributed to the fact that the single semaphore signal placed at the junction was not adapted to give signals for stopping one train and allowing the other to advance. The unpunctuality of the trains and the negligence of the inferior servants combined also to cause this accident.

The other three accidents occurred at night, or early in the morning, at the junctions of small branch lines with main lines of railway, where there were no night pointsmen. In two of the cases, viz., the collision at the Ince Hall Colliery Branch on the Lancashire and Yorkshire Railway, and a collision at the Knaresborough Junction on the North-eastern Railway, a want of adequate signals, a want of means for ascertaining the time, and the negligence of inferior servants, contributed to cause the accidents.

The fifth accident occurred at the Springs Bank Junction on the North Union Railway, and was attributed to there being no signalman there.

3. *Collisions at Stations or Sidings.*

Fourteen accidents appertain to this class.

Two of these accidents concerned goods' trains and mineral trains alone, of which one, on the North Union Railway at Leyland, occurred between a goods' train and two coal trains, and was attributable to the inadequacy of the signals, the insufficiency of the establishment, and the want of organization in the system by which the traffic was conducted. The other, on the London and North-western Railway at the Longwood Station, by which an up-goods' train, which had been shunted on to the down line to allow an up-passenger train to pass, was run into by a down-goods' train, was due partly to the unpunctuality of the trains, caused by inefficient organization, combined with the negligence of inferior servants, insufficient regulations, insufficient accommodation for the requirements of the traffic, and a want of break power.

The accident which occurred at the Chirk Station on the Shrewsbury and Chester Section of the Great Western Railway, from a collision between a goods' train and some waggons moved out of a siding, was attributable to the improper interference of persons unconnected with the company; but some means were wanted by which it would have been impossible to move the waggons out of the siding without the consent of the station master.

Two accidents, one on the London and South-western Railway at Hounslow, and the other on the Eastern Counties at Witham, occurred to passenger trains

in consequence of their having been run into the stations at too great a speed, and brought in contact with carriages on the line: and one on the Great Northern Railway at Newark, from a part of a train having become detached while being backed into a siding. The first is attributed mainly to the carelessness of the engine driver, but also to the system of working. The second was attributed partly to the want of adequate signals, and partly to the system of working the traffic. The third was due chiefly to accidental circumstances, but partly to the guard not being in the rear van.

Of the remaining accidents, three occurred from the main line having been obstructed at a station when a through-passenger train arrived.

One of these, which occurred at Pemberton on the Lancashire and Yorkshire Railway, was caused partly by a misapprehension of the engine driver, due to the inadequacy of the signal arrangements, and partly by defective regulations. Another, which occurred at Stratford on the Eastern Counties Railway, is attributable to the insufficient accommodation for the requirements of the traffic and the defective system of working the line. The third was the most important, and caused the death of three passengers and injured several others. It occurred on the London, Brighton, and South Coast Railway, from a collision between an excursion train belonging to the South-eastern Railway Company and a ballast engine belonging to the London, Brighton, and South Coast Railway Company; and, although partly attributable to the carelessness of the servants of the companies, and the want of break power on the South-eastern Railway Company's train, it was mainly due to the defective system under which that part of the London, Brighton, and South Coast Railway was worked, and to the inadequacy of the signals, and the want of accommodation for the exigencies of the traffic.

These three accidents would probably not have occurred had the line been worked by the electric telegraph, in the manner already pointed out. Of the remaining five accidents, two, viz., one at Bescot on the South Staffordshire Railway, and one at Tring on the London and North-western Railway, were attributed to the construction of the sidings, but in the case of the latter accident the negligence of the engine driver was a contributing cause.

The other three accidents occurred on the Midland Railway. One was due to the want of a proper pointsman at a ballast siding near Frocester; the remaining two, viz., those at Kegworth and at Derby, were mainly caused by the carelessness of inferior servants; but increased accommodation for the traffic would probably have prevented the occurrence of these accidents.

4. *Collisions on Single Lines between Trains meeting in opposite Directions.*

Four accidents have occurred in this class.

Of these the most serious caused the death of two passengers, and the injury of several others; it occurred on the Eastern Counties Railway between Thetford and Harling, on the 5th January, and was entirely the result of the insufficiency of the regulations. The one which occurred on the Londonderry and Enniskillen Railway between the mail train and an engine was also attributable to defective regulations.

The remaining two were attributable partly to insufficient regulations, and partly to the negligence of inferior servants; and one of them, viz., the accident near Dudley on the South Staffordshire Railway, was also due to the want of adequate signals. The other accident occurred at the Kittybrewster Station the Great North of Scotland Railway, and caused the death of a passenger.

5.—*Miscellaneous.*

Under this head is placed an accident which occurred at the Shrewsbury Station on the Shrewsbury and Birmingham Section of the Great Western Railway, from a collision between some coal and goods' waggons in a siding, caused by the improper interference of persons not employed by the company.

It would therefore appear that out of the fifty-three accidents appertaining to the management only one was entirely out of the control of the company

upon whose line it occurred; in four other cases the accidents were not directly attributable to the management, but they would probably not have occurred if the accommodation for the traffic had been greater or if a different management had prevailed.

Review of the Causes of the Accidents.

The foregoing classification shows, that out of the eighty-five accidents which have been reported upon, in only twenty-one instances did purely accidental circumstances enter into the cause of the accidents, and in only sixteen out of the twenty-one cases were the accidents attributable to accidental circumstances alone.

The negligence of inferior servants would appear to have entered into the causes of thirty-six of the accidents, but in only three cases were the accidents due to that cause alone.

Three accidents were from causes entirely beyond the control of the company.

Hence only twenty-two out of the eighty-five accidents could not have been guarded against.

The other accidents would probably not have occurred, or their consequences would have been less serious, had proper precautions been taken by the superior officers of the companies, and they are therefore attributable to the defective management of the lines.

The causes of these latter accidents may be classed under the heads of—

Defects of construction in the road or machinery;
Insufficient means for securing safety;
Insufficiency of staff; and
Inadequacy of the system of working.

1.—*Defects in the Construction of the Works or Rolling Stock.*

Under this head may be classed the accident from the falling in of the Bramhope Tunnel on the North-eastern Railway, inasmuch as it is attributed to the defective workmanship of the masonry; but in this case, whatever blame may attach to the contractor, none can be charged upon the company.

The accident which occurred on the main line of the North-eastern Railway near the Pelaw Main Station, by which a person in a train was struck by the door handle of a carriage in a train running in the opposite direction, was attributed to the interval between the adjacent lines of rails on this railway being only five feet instead of six feet, which is the interval on almost all other railways, whilst the carriages admitted on to the line were as wide as those on other lines.

In the case of a train which ran off the line near Manchester, on the London and North-western Railway, at a spot where the road was in good order, and constructed upon principles generally adopted, viz., the rails being fixed into the chairs by means of wooden keys, the Inspecting Officer remarked, that the accident would probably not have occurred had the fished joint been in use on that part of the line.

One accident from a train leaving the rails on the East Lancashire Railway is attributed to the outer rail on a curve not having been sufficiently elevated above the rail on the inner side of the curve; and an accident on the Great Northern Railway near Peterborough, where a train also ran off the line on a curve, was attributed to the use of wooden treenails instead of iron spikes for securing the chairs to the sleepers, especially as the radius of the curve did not exceed fifteen chains.

Three accidents occurred from trains having passed through points, professedly self-acting, which failed to act properly at the time. Points of this description have been extensively used on railways, chiefly with a view to economy, by dispensing with a pointsman. This consideration may render it desirable to use them in sidings; but as the self-acting principle occasionally fails from circumstances which cannot always be traced, as well as from the machinery being affected by the weather, self-acting points cannot be safely

depended upon for a main line of railway; but, when so used, should be placed under the charge of some person responsible for their proper adjustment.

Defects in the construction of sidings entered into the cause of two accidents. The accident on the London and North-western Railway at Tring, and the accident on the Shrewsbury and Chester Section of the Great Western Railway at Chirk, occurred from an engine in one case and a waggon in another being moved on to the crossover road close to the main line.

These could not have occurred had the sidings been provided with chock blocks, in charge of some responsible person, or had the sidings been continued for a short distance parallel to the main line beyond the crossover road, so that any vehicle passing from the siding on to the crossover road must pass through points which should only be open to the crossover road when vehicles were intended to move on to it.

A defective form of coupling hook contributed to cause three accidents on the North British Railway, by affording facilities for the link of the coupling chain to be forced out of the coupling hook when the buffers of the carriages were compressed by the train running down hill or otherwise; and as the use of side chains had been discontinued on this line, there was nothing to prevent the carriages from separating from the train when the coupling was disconnected. The side chains generally in use on railways are open to objection from their position, which prevents the pull upon them from passing through the central line of the train, and from the strains to which they are subjected being frequently unequal; but with the present form of coupling the use of means of attachment between the carriages, in addition to the coupling, cannot be safely dispensed with. This subject calls for the careful consideration of railway companies, with a view to an improvement of the system; and it may be observed, that if such consideration should lead to the adoption of only one means of attachment between the vehicles of a train, it should be of such a nature as to preclude the possibility of any accidental separation of the carriages, except when subjected to great violence.

A fatal accident, the cause of which may be classed under this head, and for which great blame attaches to the company, occurred on the Monmouthshire Railway at Newport, in consequence of the very defective construction of the fences and gates at a level crossing.

2.—*Inadequacy of the Means for securing Safety.*

Under this head may be classed a neglected permanent way, which caused four accidents. The number of accidents which occurred in 1853 from this cause was much greater. The diminution is attributable partly to a large amount of line having been relaid in a manner better suited than were the old lines to the requirements of the traffic, and partly to the adoption of improved methods for forming the joints of the rails.

A want of sidings, and of other sufficient accommodation for the requirements of a growing traffic, has been a fertile cause of accidents. These were, in many instances, the result of an attempt to carry on a large mixed traffic, in which trains were required to pass each other, without there being accommodation for receiving the trains. Eight out of the forty-seven collisions which have occurred on double lines of railway between passenger trains and goods' trains, and have been reported upon by Inspecting Officers of this department, were attributed in part to this cause; of these seven occurred at stations and goods' sidings. To guard against these accidents it would appear to be desirable, on crowded lines, to separate the two descriptions of traffic as far as practicable. It may be here observed, that with a view of effecting this object, the Great Western Railway Company on their line between Birmingham and Wolverhampton, have, for a short distance out of Birmingham, provided two lines to be used exclusively for goods' traffic, and two lines for the exclusive use of the passenger traffic, and have entirely separated their goods' stations from their passenger stations.

In six cases the deficiency of engine power has contributed to cause accidents. In some of the cases the trains were started without sufficient engine power, so that, as was the case on the Chester and Holyhead Railway in the collision near Chester, the train, after having been stopped by a signal, could not be again started. In other instances the trains have been unable to surmount

inclines. This was the case in the serious accident which occurred on the North London Railway in August, as well as in other accidents.

The want of sufficient engine power leads to the overworking of the engines. An accident from this cause occurred on the Caledonian Railway, where the grate and tubes of the engine had been so choked up as to render it impossible to keep up a sufficient supply of steam. On the North British Railway the locomotive stock would not appear to have been sufficient for the requirements of the traffic. In the report on the accident which occurred at Two Mile Bottom on the Eastern Counties Railway, it is stated that the primary cause of the accident was the fracture of a small piece of machinery, and that it was the duty of the locomotive foreman to inspect the engine every day, but that he had not been able to do so for four or five days, owing to the engine having been so constantly at work.

The want of break power has been a contributing cause in some of the accidents. With respect to this, it would appear to be the custom on some lines to send very large goods' trains with only one break van and guard. On the Lancashire and Yorkshire Railway, an instance is mentioned of a train of eighty loaded waggons having been dispatched in this manner, and on the London and North-western Railway an instance of a train of sixty-three loaded waggons with only one guard is commented upon. Such an organization introduces other elements of danger into the working, which will be alluded to under the head of an insufficient staff.

The want of adequate signals is mentioned in fifteen instances. Several of these are cases where sidings have been established without proper precautions having been taken. Other accidents attributed to this cause have occurred in tunnels. The experience of repeated collisions shows that a large traffic cannot safely be conducted through tunnels (especially where they are on inclines, and wet), unless one train be not allowed to enter the tunnel until the preceding train has passed out of it. It is the want of this system which has caused the accidents above alluded to. Others of the causes are attributable to the want of distant signals at the stations, or to the mode in which the signals have been worked. This latter cause contributed to the serious accident which occurred on the London, Brighton, and South Coast Railway to a South-eastern Railway Company's train on the 19th August. In this case the dangerous system was allowed of showing an "all-right" signal at the distant signal, although the station was obstructed. At the Knighton Junction on the Midland Railway a collision occurred which caused the death of a passenger, attributed to the defective form of signals at the junction. Distant signals were placed on each of the lines, but there was only one semaphore signal at the junction; the consequence of which was, that two trains, one on each line, having passed the distant signals, and approached the junction, a signal was given at the junction for one of the trains to advance, which was misapprehended by the driver of the other train; both trains consequently advanced, and a collision ensued.

In two cases insufficient tail lights to the trains have contributed to the accidents, viz., on the North-eastern Railway at Brockley Whinns, and on the North British Railway at Linton. In the former a light was stuck among the coals on a waggon, in the latter it was suspended by a string, and in both cases the lights were nearly invisible.

In some of the accidents it has appeared that the servants of the companies concerned had no means of knowing the precise time. Of these, one on the North-eastern Railway appears to deserve mention, in which the driver of a coal train arrived at the junction of a branch with the main line, upon which the mail train was due; but, having no watch, he guessed the time, assumed that the mail train had passed, and began to cross the line; in the midst of the operation the mail train came up, and a collision ensued. On the South Staffordshire Railway, in the report on the collision at Wednesbury, it is stated that the policemen in charge of junctions were not always furnished with means of knowing the time, and that they were often obliged to guess at the intervals which elapsed between the passage of trains, although by the regulations a specified interval is required to be observed. It is manifestly impossible for a line worked under the present system, in which carefully regulated time tables form an important element, and in which the distances between succeeding trains are preserved by intervals of time, to be worked safely unless the servants in charge

of trains, and those whose duty it is to regulate the passage of trains, are furnished with means of knowing the time.

The want of a communication between the guards and engine drivers of trains has been mentioned in eight instances. In three cases, of which two occurred on the North British Railway, and one on the Lancashire and Yorkshire Railway, in the Bellfield Cutting, where the trains were divided into two parts without the knowledge of the driver, ulterior consequences would have been prevented had such a means of communication existed as would have made the engine driver aware of the division. In three cases, viz., on the Great Northern Railway, the Midland Railway, and the South-Eastern Railway, in which carriages in trains left the rails, the engine drivers continued to run on for considerable distances because the guard could not attract their attention.

The question of the desirableness of a communication between the guards and the engine drivers of trains has been mooted for a considerable time, but the interchange of carriages which necessarily takes place on all narrow gauge lines north of London has interposed a great impediment to the universal adoption of some method. In 1853 the Committee of the Clearing House informed the Select Committee of the House of Commons on Railway and Canal Bills, that a plan by means of a cord and bell had been agreed to by all Railway Companies connected with the Clearing House. This plan does not, however, appear to have been successful. Other plans have been tried on railways, and brought to the notice of your Lordships. Of these, one invented by Professor Glukman, and worked by electricity, was tried with success on the London and North-western Railway and Great Northern Railway. Colonel Wynne reported upon this scheme, and his report has been laid before Parliament.

The Great Western Railway Company have adopted the plan of placing a porter on a seat on the tender facing the train, from which he can communicate with the engine driver if he sees anything wrong in the train, and the guards can signal to him from the windows of their compartments; this method would be liable to interruption in foggy weather.

In August your Lordships caused a circular to be addressed to the Railway Companies upon this subject, with a view of ascertaining what was being done in the matter. This circular, and a tabulated summary of the replies received thereto, will be found in the Appendix. (See Appendix No. 4.)

From this return it would appear that twelve Railway Companies have either adopted some system or have decided upon the system which they would propose to adopt; and it may be assumed, therefore, that all the mechanical difficulties which have been urged against its adoption have been overcome. Notwithstanding this, however, and although public opinion has been strongly expressed upon this subject for a long period, Railway Companies have not generally moved in the matter.

3. *Insufficiency of Staff.*

Five accidents occurred from there being no signalmen or pointsmen at junctions of branch lines or sidings with main lines of railway.

In the case of the accident on the North Union Railway at Springsbank, and the accident on the North-eastern Railway at the Knaresborough Junction, mail trains came into collision with goods' or mineral trains which were passing through the junction on to the main line. This would not have occurred had responsible persons been in charge of the junctions, both to exhibit signals and to control the movements of the engine drivers of the goods' trains. The want of proper persons in charge of sidings caused the accidents on the London and North-western Railway at Warrington, and the accident on the Midland Railway near Frocester.

In the case of the very serious collision which occurred from the misapprehension of the engine driver of a coal train, at the Pemberton Station on the Lancashire and Yorkshire Railway, near which there is a junction with a Colliery Branch, (which accident has been already alluded to,) the want of a proper signalman in charge of the junction was a main cause of the accident. In this case signals were given from the station by a boy.

In the accident which occurred at the Sutton Station on the St. Helen's Railway, the fact of a little boy being employed as pointsman is commented upon by the Inspecting Officer. In the case of the accident which occurred at Walsall on the South Staffordshire Railway, the fact of a woman at one place

and a little girl 13 years of age at another being employed to give signals i mentioned.

Under this head it may be observed, that three accidents are mentioned as having occurred from trains having run on to a wrong line through *self-acting* points; but the self-acting principle had failed to act after the passage of a previous train. These accidents would not have occurred had a man been appointed to hold the points during the passage of every train. The subject of self-acting points has been already observed upon.

The fact of only one guard or breaksman being employed in a train of eighty waggons has been already alluded to in remarking upon a want of break power. It is manifestly impossible for one man to perform properly the duties attaching to a train of such dimensions; and there is great difficulty in performing shunting operations with such a train at stations and sidings; unpunctuality results, and to this are to be added the difficulties and risks which are incurred in cases when an accidental stoppage on the line between stations is necessary, and when the guard requires to communicate with the driver.

On the North British Railway a train was delayed two hours at Edinburgh, the station from which it was to start, in consequence of the absence of the guard. The fact that such a source of unpunctuality was allowed to prevail at the company's principal terminal station must either be attributable to an insufficient staff for the requirements of the traffic, or to a defective system of working.

The overworking of the servants introduces another important element of danger. In the accident on the Caledonian Railway, on the 28th of January 1854, it appeared that the guard of a goods' train had been so much overworked (having been out from 9 o'clock one evening till 11 o'clock on *the next morning but one*, with only four hours intermission,) that he was unable to keep awake in his van, consequently, when the train stopped from a defect in the engine, he neglected to go back with a signal, and a passenger train ran into the disabled goods' train.

In this same accident it appeared that the engine driver and fireman had been out for more than thirty hours.

On the North British Railway, in the accident which occurred at Linton, it appeared that the engine driver and fireman had been overworked, and endeavoured to support themselves by drinking spirits, by which they were stupified; and it appeared that the *average* time for which it was the custom to employ the enginemen on their engines on this railway amounted in some cases to sixteen hours per day. This overworking was the consequence of an insufficient staff.

An objectionable system has produced the same results. In the inquiry into the accident which occurred on the South Staffordshire Railway at Walsall, it appeared that the men were out for periods of 19, 21, and even 26 hours at a time. In this case the Inspecting officer states that the men belonged to the London and North-western Railway Company, who supplied the engine power to the lessee of the South Staffordshire Railway at a mileage rate, the South Staffordshire Company having nothing to do with the men till they arrived at their work; and that the London and North-western Railway Company had nothing to do with the description or amount of work which the men were to perform. Under this system a serious accident occurred near Walsall, in consequence of the London and North-western Railway Company having sent totally inexperienced men on the engines.

The overworking of this class of men is deserving of the greatest reprehension, because the safety of the trains requires that they should constantly make a full use of their energies, and it is manifestly impossible for them to keep a proper look-out if overworked.

It may be here mentioned, that during the past year some of the important Railway Companies were threatened with inconvenience from strikes among the engine drivers, &c. The provisions of the Act 4 Geo. 4. c. 34., by which certain classes of servants are rendered liable to imprisonment if they leave service before the term is completed, do not appear to be applicable to servants of Railway Companies.

4.—*Inadequacy in the System of Working.*

The unpunctuality of trains forms an important element of danger in working the traffic, under the system generally in use on railways. This unpunctuality

has been frequently due to a want of proper organization in the system of working.

In the accident which occurred on the North London Railway in August, a goods' train was detained on an incline for want of engine power. A telegraphic message had, when it first started, been sent to the locomotive department at the other end of the line, to request that an engine might be sent to meet this train; but this message was never received, owing to its being nobody's particular duty to receive the telegraphic messages.

In the case of the accident at Linton, on the North British Railway, the train was detained two hours at Edinburgh for want of a guard, and it therefore came in the way of the mail train, and an accident occurred.

In the case of the collision which occurred at Penmaen Mawr on the Chester and Holyhead Railway, the goods' train had been detained for nearly one hour and a half during a dispute between the guard and the goods' foreman at Conway; which would not have occurred had the order originally given at Chester, about which the dispute took place, been in writing.

In the collision which occurred on the London and North-western Railway at Longwood between two goods' trains, in consequence of one of them being shunted to allow of a passenger train to pass, the goods' trains were fifty and fifty-five minutes late respectively, but the passenger train was punctual; and in the collision on the joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies, between a passenger train and a goods' train, the goods' train was one hour and a half late.

In the case of the accident on the Great Northern Railway at Welwyn, out of four trains concerned only one kept its time, and this train consequently ran into another which was upwards of an hour late; and on the same line, in the case of a collision at Hatfield, the three trains concerned were three hours and ten minutes, two hours and forty-seven minutes, and one hour and forty minutes late respectively.

Many more instances might be given, but it is needless to multiply them here. It suffices to observe, that in all these cases the greater degree of unpunctuality lay with the goods' and mineral trains concerned.

There are undoubtedly great difficulties in running the goods' trains to a fixed time table, because the work they have to perform at the different stations varies every day; and the operation of detaching waggons from the trains, or putting them on, is not so simple an operation as setting down passengers; but, with the facilities which the electric telegraph affords for organizing traffic, there is no reason why arrangements should not, if necessary, be made at some central point on the line to suit the requirements of each day, and the engine drivers be furnished with time tables adapted to each journey.

The necessity of shunting goods' trains to allow passenger trains to pass becomes on many lines a great cause of unpunctuality; but this also might manifestly be regulated by a proper organization of the electric telegraph.

On lines where the traffic admits of it, a separation of the hours for the conveyance of the goods' traffic from those for the passenger traffic is resorted to.

The mode adopted by the Great Western Railway Company on their line between Birmingham and Wolverhampton, for separating the two classes of traffic at stations, has already been alluded to.

In forty-one instances insufficient or inadequately enforced regulations would appear to have contributed to cause accidents; and in thirty-six instances the negligence of inferior servants was a contributing cause.

It appears desirable to mention these two causes together, because the former has an important influence on the latter.

Undoubtedly, where so large a number of persons are employed as is the case on railways, instances cannot fail to occur in which carelessness will produce accidents; as, for instance, in the accident which occurred at Kegworth on the Midland Railway, where the station master having directed some shunting operations to be performed at a siding a short distance off, started a train from the station which had necessarily to pass the siding, without warning the engine driver, or ascertaining whether the line was clear; and in the case of the accident which occurred on the London and North-western Railway at Tring, where an engine driver employed in pumping water into his boiler in a siding carelessly advanced too near the points leading on to the main line, and came into collision with an express train; also in the case of the serious collision which occurred at Two

Mile Bottom, on the Eastern Counties Railway, the guard neglected to go back at once with a signal.

Numerous other instances might be adduced.

But at the same time it must be observed, that in many other cases which occurred, attributable to negligence, the negligence was the consequence of the system under which the traffic was worked.

On the Eastern Counties Railway, in the case of the accident which occurred at Stratford on the 19th January, the company's printed regulations on the subject of shunting trains at this station were such that they could not be carried into effect on account of the large traffic over that part of the railway, and had been allowed to be habitually disregarded. On the North British Railway, in the case of the accident in the Calton Tunnel, it appeared that the printed regulations required the traffic to be worked over that part of the line by means of the electric telegraph in such a manner that no train was to be allowed to enter the portion of line on which the tunnel is situated until the preceding train had passed off it; but the locomotive superintendent of the company appears to have allowed this system to be habitually violated, by which means a greater degree of danger was caused from the confidence the regulations would give than if the regulations had not existed.

From the report upon the accident at Wednesbury, on the South Staffordshire Railway, it would appear that the printed regulations required the engine drivers to slacken speed when passing cautionary signals; but that in practice these signals were allowed to be habitually disregarded.

On the joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies at Liverpool, it appeared that the regulations prescribed that a period of five minutes should elapse between the departure of the trains; but in the time bills two trains were timed to start at the same time.

The blame of negligence cannot be fairly laid upon the inferior servants under systems such as these, where the regulations are allowed to be habitually disregarded, and where a direct responsibility is not placed upon individuals. As regards this latter subject, it is to be observed that these accidents, and many others, show that in undertakings of this nature, which employ a large number of individuals scattered over a large extent of ground, where they cannot be overlooked; and who have to perform multifarious duties, the failure of any one of which may create great confusion; efficiency and safety can only be secured by establishing a chain of individual responsibility from the highest to the lowest.

The accidents above mentioned, and others which have occurred, show that the Railway Companies concerned have frequently entirely disregarded this fundamental rule.

The absence or insufficiency of instructions has been a frequent cause of accident.

The more prominent instances of this deserve notice.

In some instances the men have not received definite instructions as to their duties; but, as stated in the report upon an accident which occurred on the North Union Railway at Preston, where a pointsman unacquainted with his duties turned a passenger train on to a wrong line of rails, and caused a collision, they have been left to pick up a knowledge of their duties in the best way they could. In the case of the accident on the Manchester, Sheffield, and Lincolnshire Railway, in the Clarborough Tunnel, in which a collision occurred between a coal train of the Great Northern Railway Company and a goods' train of the Manchester, Sheffield, and Lincolnshire Railway Company, it appeared that the servants of the Great Northern Railway Company, although working over the line of another company, were not supplied with the regulations or time tables of that company. So, on the North Union Railway, it appeared that engine drivers of trains belonging to six different owners of collieries were not furnished with the time bills or regulations of the railway, nor were they furnished with any instructions as to their time of running, but were expected to find their way as they best could between the other trains. The number of trains on one part of the line travelled over amounted to as many as 120 trains in twenty-four hours.

It also appeared, from the report upon the accident which occurred at Croydon, on the London, Brighton, and South Coast Railway, that, although between

Reigate and London the engine drivers of the London, Brighton, and South Coast Railway Company traverse a part of the South-Eastern Railway, and the engine-drivers of the South-eastern Railway Company traverse a part of the London, Brighton, and South Coast Railway, and although the regulations of the two companies are not identical, yet the drivers of the respective companies were not each furnished with the regulations of the other company. This accident was also attributed to the defective instructions as to the use of distant signals on the London, Brighton, and South Coast Railway, which permitted an *all right* signal to be exhibited at the distant signal, although *the line was obstructed at* the station. The instructions as to the use of the electric telegraph upon this portion of railway were also unsatisfactory.

The accident which occurred at Biggleswade, on the Great Northern Railway, was attributed to the want of proper instructions as to shunting trains.

The serious accident which occurred on the Eastern Counties Railway, between Thetford and Harling, in consequence of the meeting of two trains which were proceeding in opposite directions on the same line of rails, was due to the absence of instructions upon the subject.

Among the other contributing causes of this accident were, the reprehensible practice of sending verbal orders, as well as the want of a direct responsibility being placed on individuals.

In the report upon an accident which occurred on the Newport and Pontypool Branch of the Monmouthshire Railway, from a disabled train having been moved backwards along the line on which it had been proceeding, the regulations of the company for protecting trains under such circumstances were stated to be insufficient.

The system for securing proper intervals between trains is stated to be defective in fifteen instances.

According to the present system of working trains, an interval of time is intended to be interposed between the departure of successive trains, and to be maintained, as they pass, at the several stations on the line; but this is frequently infringed. The collision at Sandhills, on the joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies, was the consequence of an excursion train having been allowed to start in the interval of fifteen minutes between the departure of a goods' train which had shunting operations to perform at a siding, and that of a passenger train; the engine driver of this latter train not being informed of the additional train. In some cases the signal men do not possess watches, and therefore guess the time. In the case of the collision at Longwood, on the London and North-western Railway, the station master at Huddersfield started a passenger train six or seven minutes (the time being guessed) after a goods' train which had to perform shunting operations four miles off.

In the case of the accident on the Lancashire and Yorkshire Railway at Pemberton, it appeared that a passenger train was allowed to follow a goods' train after an interval of two minutes, although the regulation prescribed five minutes as the minimum interval.

In this system of working it is essential to safety that every precaution should be taken that the interval assumed is really adhered to; for any laxity in this respect will infallibly lead eventually to accidents. The only effectual mode of ensuring this, is to cause the time at which the trains stop at and pass the several stations to be entered in a book. For this reason many companies adopt this practice.

Under this system of working, accidents from collisions between succeeding trains will occasionally happen where blame cannot be attached to individuals. In the case of the collision which occurred on the Midland Railway at Churchover, between a coal train which had been stopped on the line and an express train, the regulations of the company had been all carried into effect; but the slippery state of the rails prevented the express train from being stopped in the prescribed distance.

It is because this system occasionally fails to secure safety that the method of working the traffic by the electric telegraph has been adopted on some railways. By this method an interval of distance, instead of an interval of time, is provided between the successive trains.

It has been urged against this method of working, that it will tend to cause the driver to keep a less good look-out, and that if any obstruction should occur

the consequences of a collision would be much more serious than under the system in which the engine driver is aware that an obstruction may occur at any moment.

The system, if properly organized, would possess this advantage over the present system, viz., that it would place a direct responsibility upon the signal man; and that the system, when once introduced, must be rigidly enforced. A special wire should be appropriated to the service. Under the present system, it is often difficult to fix the responsibility of an accident distinctly upon any individual.

Twenty-three of the forty-six collisions on double lines of railway which have been reported upon by the Inspecting Officers of this department would, it is stated, not have occurred had this system been in force. These collisions have been among the most serious which have occurred during the year, and have caused the deaths of five passengers, and have injured 146. The most prominent of these is the accident at Croydon, on the London, Brighton, and South Coast Railway, where the system prevailed of telegraphing the approach of a train; but the clerk who received the message did not consider it necessary to transmit the information to the station master, nor was any use made of the information. The dangerous practice adopted by the North British Railway Company in the Calton Tunnel has been already mentioned. In the case of the accident which occurred on that railway at Reston, in which a portion of a cattle train had been detached at Reston without the knowledge of the driver, the driver, when he had proceeded along the line for about two miles, discovered his loss, and, after having sent back his fireman with a signal, proceeded to move back towards Reston. The station master at Reston meanwhile had placed the disconnected waggons in a siding, and allowed the express train to pass his station. This train consequently came into collision with the cattle train. This accident could not have occurred had the line between Reston and the next station been kept closed until a message had been received at Reston that the cattle train had passed that station. Similarly, the fatal accident which occurred on the Eastern Counties Railway, at Two Mile Bottom, would have been averted had this system been in operation. The circular which your Lordships caused to be addressed to Railway Companies upon this subject, dated the 12th August, with a tabulated statement of the limited number of replies which have been received thereto, has been placed in the Appendix (No. 5.) The system has been for some time in partial operation on many lines, in dangerous places; and generally in tunnels. The South-Eastern Railway Company adopted it some time ago, and it would appear, from the replies which have been received to the circular, that it is in operation on the South Devon and North Staffordshire Railways. The Great Northern Railway Company employs it between King's Cross and Hatfield, and the London and North-western Railway Company state that they are about to adopt the system between London and Rugby. Other companies have stated that it is in partial operation on their lines.

Accidents to Servants of Railway Companies or Persons employed on Railways.

As has been stated above, there have been reported to this department the cases of 112 servants of companies who have been killed and eighty-seven who have been injured on railways during the year. Of these, thirty-nine were killed and fifty-six injured from causes beyond their own control, and seventy-three are stated to have been killed and thirty-one injured from their own misconduct or want of caution.

Tables Nos. 1. and 2. in Appendix No. 3. enumerate the causes of these accidents, and show the class of the persons who suffered; but inasmuch as Railway Companies are not bound by Act of Parliament to make returns of injuries to their servants, unless demanded, and as there is reason to believe that all cases of such accidents have not come to the knowledge of this Department, it is impossible to draw any general deductions from these returns.

From these Tables it would appear, that of those who suffered from causes beyond their own control twenty-one were killed and forty-one injured from accidents to trains, seventeen were killed and twelve injured by being run over,

(of these, some suffered in coupling engines and carriages, and in the shunting of trains); one man was killed and three were injured by being crushed between the buffers. And it would appear that of those who suffered from their own want of caution twenty-four were killed and twelve injured by being crushed between the buffers of waggons or carriages, &c., and hence from this cause twenty-five persons have been killed and fifteen injured during the year. It appears desirable that attention should be directed to this fact, in connexion with the remarks which I have made in a former part of this report on the mechanical disadvantages of the present system; as it appears deserving of consideration whether some improved system for connecting together the carriages of a train could not be proposed and gradually introduced, which would be attended with a smaller degree of danger.

Accidents to Persons who are neither Passengers nor Servants of Railway Companies.

Of this class, eighty have been killed and twenty have been injured during the year. A further classification of these show that two of those who were killed are supposed to have committed suicide.

Fifty-seven were killed and eighteen injured while trespassing on railways. With respect to this subject, I would observe that Railway Companies have in several instances represented the insufficiency of the provisions of the Act 3 & 4 Victoria, cap. 97. sec. 16. for preventing trespasses on a railway. Under that Act, the offender is punishable *only in case he refuse to quit the company's premises when requested by an officer of the company.* The consequence of this is, as has been stated by a company complaining, "that a railway may be "made a common foot road with impunity to the parties trespassing, provided "that, when personally warned by an officer of the company, they do not "refuse to quit the premises. In most cases the parties have accomplished "their purpose before an opportunity occurs for warning them, and practically "there is no remedy whatever."

Twenty-one persons have been killed and two have been injured at level crossings. I am desirous of drawing this fact specially under your Lordships' notice, because in most of the projects for new lines of railway which have been brought before Parliament in the last few years the companies have (chiefly from considerations of economy) proposed in numerous instances to cross roads on the level instead of erecting bridges; and it has been alleged in support of these level crossings that accidents at these places are rare.

Of this class of accidents, two appear to deserve particular mention here.

By the first, in which blame cannot be attached to any one, a girl who was waiting to cross the line of the Great Western Railway, between Birmingham and Wolverhampton, at the Swan Village Level Crossing, was struck and killed by the tire of the wheel of an engine, which became detached whilst a train was passing the station.

The second, which occurred on the Monmouthshire Railway at Newport, was attributable to the defective arrangements of the company, and the dangerous nature of the level crossing.

The railway at that part is very much blocked up, and traversed by goods' traffic, and is divided from the road by a stone wall, in which are openings with turnstiles for foot passengers, into which persons entering would immediately come in contact with any train that might be passing. The company, after the accident, signified their intention of materially improving these crossings.

I have the honour to be, my Lords,
Your Lordships' most obedient servant,
Douglas Galton,
Captain Royal Engineers.

The Lords of the Committee of
Privy Council for Trade.

APPENDIX.

Appendix No. 1.

TABLE No. 1.—NUMBER of PERSONS KILLED and INJURED from all Causes on all the RAILWAYS in GREAT BRITAIN and IRELAND, during the Half Years in 1850, 1851, 1852, 1853, and 1854.

	Half Year ended 30th June 1850.		Half Year ended 31st Dec. 1850.		Half Year ended 30th June 1851.		Half Year ended 31st Dec. 1851.		Half Year ended 30th June 1852.		Half Year ended 31st Dec. 1852.		Half Year ended 30th June 1853.		Half Year ended 31st Dec 1853.		Half Year ended 30th June 1854.		Half Year ended 31st Dec. 1854.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control	3	33	9	138	11	142	8	213	1	56	9	316	10	114	26	166	3	72	9	259
Passengers killed or injured owing to their own misconduct or want of caution	7	3	13	9	8	6	9	14	10	5	12	3	14	7	14	13	4	3	15	12
TOTAL Passengers killed or injured	10	36	22	147	19	148	17	227	11	61	21	319	24	121	40	179	7	75	24	271
Servants of companies or of contractors killed or injured from causes beyond their own control	25	17	40	25	34	10	30	17	26	23	31	42	39	43	23	46	19	19	20	37
Ditto, owing to their own misconduct or want of caution	29	10	34	11	21	10	32	11	23	7	40	17	44	20	53	23	36	20	37	11
Trespassers or other persons, neither passengers nor servants of companies or of contractors, killed or injured while crossing or walking on the railway	26	5	26	5	28	5	33	9	23	8	41	9	40	7	41	10	38	5	40	15
Suicide	3	—	1	—	3	—	1	—	—	—	—	—	1	—	—	—	—	—	2	—
TOTAL killed and injured	93	68	123	188	105	173	113	264	83	99	133	387	148	191	157	258	100	119	123	334
Length of railway open at the termination of each half year — Miles	6,308		6,621		6,698		6,890		7,076		7,336		7,512		7,686		7,813		The traffic returns for the half year ended 31st Dec. have not yet been received.	
Number of passengers conveyed during each half year	31,766,503		41,087,919		37,881,703		47,509,392		39,249,605		49,886,124		45,080,316		57,206,344		50,367,404			

Appendix No. 1.

TABLE No. 2.—COLLISIONS and other ACCIDENTS to TRAINS in GREAT BRITAIN and IRELAND, during the Years 1850, 1851, 1852, 1853, and 1854, and the NUMBER of PASSENGERS and SERVANTS of COMPANIES KILLED and INJURED thereby.

DESCRIPTION OF ACCIDENTS.	1850.							1851.							1852.							1853.							1854.						
	No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.		No. of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between passenger trains	7	5	51	.	1	5	52	9	7	164	.	.	7	164	8	2	35	1	3	3	38	7	1	48	1	1	2	49	4	1	63	.	3	1	66
Collisions between passenger trains and other trains or engines	*33	3	96	9	8	12	104	28	2	138	3	3	5	141	34	3	308	2	14	5	322	46	23	183	5	10	28	193	44	9	220	9	17	18	237
Passenger trains or portions of trains getting off the rails	9	.	11	1	2	1	13	9	3	25	3	4	6	29	13	.	17	7	9	7	26	15	4	38	11	4	15	42	14	.	33	2	10	2	43
Passenger trains running into sidings or off their proper line through points being wrong	2	.	7	.	.	.	7	5	6	26	1	.	7	26	2	4	11	.	.	4	11	3	.	1	.	1	.	2	5	.	15	3	4	3	19
Axles or wheels or machinery of engines attached to passenger trains breaking	1	.	.	.	.	.	.	2	.	.	1	1	1	1	5	.	.	4	5	4	5	9	.	2	1	2	1	4	3	.	.	.	.	.	.
Axles or wheels of carriages of passenger trains breaking	1	.	2	.	.	.	2	1	.	.	.	.	.	.	1	.	†1	.	.	.	1	4	2	7	.	.	2	7	6	1	.	.	1	1	1
Bursting of the boilers of engines of passenger trains	1	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	‡1	.	3	.	4	.	.	.	.	.	.	.	.
TOTAL to passenger trains	54	8	167	10	12	18	179	54	18	353	8	8	26	361	63	9	372	14	31	23	403	86	31	279	21	18	52	297	76	11	331	14	35	25	366
Collisions between goods or mineral trains	3	.	.	.	4	.	4	2	.	.	2	1	2	1	6	.	.	8	2	8	2	7	.	.	1	35	1	35	11	.	.	6	5	6	5
Goods or mineral trains getting off the rails	2	.	.	.	2	.	2	3	.	.	3	.	3	.	1	.	.	.	4	.	4	3	.	.	2	.	2	.	1	.	.	.	1	.	1
Goods or mineral trains running into sidings through points being wrong	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Axles or wheels of engines attached to goods or mineral trains breaking	1	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	1	.	.	1	.	1	.
Axles or wheels of goods or mineral waggons breaking	.	.	.	.	.	.	.	1	.	.	2	.	2	.	.	.	.	.	.	.	.	4	.	.	.	1	.	1	6	.	.	.	.	.	.
Boilers of engines of goods or mineral trains breaking	2	.	.	2	3	2	3	2	.	.	1	1	1	1	2	.	.	1	2	1	2	2	.	.	6	9	6	9	.	.	.	.	.	.	.
TOTAL to goods and mineral trains	8	.	.	2	10	2	10	9	.	.	8	2	8	2	9	.	.	9	8	9	8	17	.	.	9	45	9	45	19	.	.	7	6	7	6
TOTAL to ALL TRAINS	62	8	167	12	22	20	189	63	18	353	16	10	34	363	72	9	372	23	39	32	411	103	31	279	30	63	61	342	95	11	331	21	41	32	372

* Including three accidents by trains running into stations at too high a rate of speed, causing injuries to eight passengers.

‡ Cattle drover scalded to death at the Aylesbury Station of the London and North-western Railway.

† Cattle drover riding in a waggon on the Great Southern and Western (Ireland) Railway.

Appendix No. 1.

TABLE No. 3.—Showing the RAILWAYS upon which ACCIDENTS to PASSENGER TRAINS have occurred, the 1st January 1850 to

NAME OF RAILWAY COMPANY.	Year ending 31st December 1850. DESCRIPTION OF ACCIDENT. Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Chester and Holyhead, including Mold	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	2	.	25	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	31
East Lancashire	.	.	.	2	1	2	.	.	.	.	.	.	.	.	.	1	.	2	.	.	.	3	1	4
Great Northern, including East Lincolnshire	.	.	.	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	6
Great Western	.	.	.	1	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	8
Lancashire and Yorkshire, including Blackburn	1	.	1	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	5
Lancashir and Yorkshire / East Lancashire (Joint Line)	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Liverpool, Crosby, and Southport	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and Blackwall	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3
London and North-western	1	.	4	3	.	14	4	.	1	.	.	.	.	.	.	.	.	.	.	.	.	8	.	19
London and South-western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London, Brighton, and South Coast	.	.	.	2	.	16	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	3	.	21
Manchester, Sheffield, and Lincolnshire	.	.	.	2	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1
Maryport and Carlisle	.	.	.	1	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	10
Midland, including North-western	1	.	6	2	2	1	1	.	1	1	.	2	.	.	.	.	.	.	1	.	.	6	2	10
Monmouthshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern:																								
Leeds Northern	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
York and North Midland	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
York, Newcastle, and Berwick	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
North London	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Union	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Shropshire Union	.	.	.	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	1	.	6	2	.	1	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	5	.	7
South Staffordshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	6	.	42	26	3	77	7	.	4	2	.	7	1	.	.	1	.	2	1	.	.	44	3	132

Appendix No. 1.

together with the NATURE of ACCIDENT, and the NUMBER of PASSENGERS KILLED and INJURED thereby, from the 31st December 1854.

Year ending 31st December 1851.

DESCRIPTION OF ACCIDENT.																								NAME OF RAILWAY COMPANY.
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.			
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								ENGLAND AND WALES.
1	6	79	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	6	79	Birkenhead, Lancashire, and Cheshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bodmin and Wadebridge.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	1	.	.	Bristol and Exeter, including Exeter and Crediton.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Chester and Holyhead, including Mold.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dowlais.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin.
.	.	.	1	.	1	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	2	.	7	East Lancashire.
1	.	50	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	50	Great Northern, including East Lincolnshire.
.	.	.	2	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	10	Great Western.
.	.	.	2	.	8	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	8	Lancashire and Yorkshire, including Blackburn.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Lancashire and Yorkshire / East Lancashire . . Joint Line.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Liverpool, Crosby, and Southport.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	London and Blackwall.
1	.	2	3	1	28	1	.	.	1	6	20	1	.	.	.	.	.	.	.	.	7	7	50	London and North-western.
1	.	15	.	.	.	1	.	4	2	.	3	.	.	.	.	.	.	.	.	.	4	.	22	London and South-western.
.	.	.	2	.	6	2	3	.	.	.	.	.	.	.	.	.	.	.	.	.	4	3	6	London, Brighton, and South Coast.
.	.	.	1	.	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	16	Manchester, Sheffield, and Lincolnshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Maryport and Carlisle.
2	.	9	6	2	51	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	2	60	Midland, including North-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monmouthshire.
.	.	.	.	.	.	1	.	12	.	.	.	.	.	.	.	.	.	.	.	.	1	.	12	Newcastle and Carlisle.
																								North-eastern:
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Leeds Northern.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	York and North Midland.
1	.	3	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	7	York, Newcastle, and Berwick.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	North London.
.	.	.	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	North Union.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Oxford, Worcester, and Wolverhampton.
.	.	.	1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1	St. Helen's Canal and Railway.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Shropshire Union.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Devon.
1	.	5	1	.	2	.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	3	.	10	South-eastern, including London and Greenwich.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Staffordshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Wales.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	South Yorkshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Cornwall.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Hartlepool, including Stockton and Hartlepool and Clarence.
8	6	163	23	3	127	9	3	25	4	6	26	1	.	.	1	.	.	.	.	.	46	18	341	TOTAL.

Continued on Page 30.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

Continued from Page 29.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1852.																							
	Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
Chester and Holyhead, including Mold	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
East Lancashire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Northern, including East Lincolnshire	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Great Western	2	.	10	1	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	14
Lancashire and Yorkshire, including Blackburn	.	.	.	2	1	19	.	.	.	1	4	10	.	.	.	.	.	.	.	.	.	3	5	29
Lancashire and Yorkshire / East Lancashire Joint Line	.	.	.	1	.	25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	25
Liverpool, Crosby, and Southport	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
London and Blackwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and North-western	2	2	7	3	.	12	3	.	2	.	.	.	2	.	.	.	.	.	.	.	.	10	2	21
London and South-western	.	.	.	1	.	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	.	5
London, Brighton, and South Coast	.	.	.	1	.	71	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	71
Manchester, Sheffield, and Lincolnshire	.	.	.	3	.	55	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	4	.	60
Maryport and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Midland, including North-western	.	.	.	3	.	20	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	4	.	20
Monmouthshire	.	.	.	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern:																								
Leeds Northern	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
York and North Midland	.	.	.	2	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	5
York, Newcastle, and Berwick	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
North London	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Union	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	1	.	4	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	.	4
Shropshire Union	.	.	.	1	1	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	11
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	2	.	10	2	.	4	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	6	.	16
South Staffordshire	1	.	4	1	.	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	12
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	1	1	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	3
Total	7	2	31	26	3	257	11	.	16	1	4	10	5	.	.	.	.	.	.	.	.	50	9	314

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1854—*continued.*

Year ending 31st December 1853.

Description of Accident.																								
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								ENGLAND AND WALES.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Birkenhead Lancashire and Cheshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bodmin and Wadebridge.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Bristol and Exeter, including Exeter and Crediton.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Chester and Holyhead, including Mold.
.	.	.	.	.	.	1	1	6	.	.	.	.	.	.	.	.	.	.	.	.	1	1	6	Dowlais.
1	.	9	1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	10	Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	East Lancashire.
.	.	.	6	.	34	.	.	.	.	.	.	3	.	2	1	.	.	.	.	.	10	.	36	Great Northern, including East Lincolnshire.
.	.	.	.	.	.	1	1	5	.	.	.	.	.	.	.	.	.	.	.	.	1	1	5	Great Western.
2	1	11	1	.	1	1	2	7	.	.	.	.	.	.	.	.	.	.	.	.	4	3	19	Lancashire and Yorkshire, including Blackburn.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Lancashire and Yorkshire / East Lancashire — Joint Line.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Liverpool, Crosby, and Southport.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	London and Blackwall.
1	.	8	8	4	25	.	.	.	.	.	.	1	.	.	.	.	.	1	1	.	11	5	33	London and North-western.
1	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	9	London and South-western.
.	.	.	1	.	9	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	2	.	9	London, Brighton, and South Coast.
1	.	6	1	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	4	.	6	Manchester, Sheffield, and Lincolnshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Maryport and Carlisle.
.	.	.	6	2	28	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	7	2	29	Midland, including North-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monmouthshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Newcastle and Carlisle.
																								North-eastern:
.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	.	Leeds Northern.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	2	4	.	.	.	3	2	4	York and North Midland.
.	.	.	2	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	3	.	3	York, Newcastle, and Berwick.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	North London.
.	.	.	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	2	.	.	North Union.
.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	Oxford, Worcester, and Wolverhampton.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	St. Helen's Canal and Railway.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Shropshire Union.
.	.	.	2	.	6	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	3	.	6	South Devon.
1	.	5	3	.	5	4	.	12	.	.	.	1	.	.	.	.	.	.	.	.	9	.	22	South-eastern, including London and Greenwich.
.	.	.	2	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9	South Staffordshire.
.	.	.	2	.	2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	2	South Wales.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	South Yorkshire.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	West Cornwall.
.	.	.	1	2	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	2	6	West Hartlepool, including Stockton and Hartlepool and Clarence.
7	1	48	40	8	130	13	4	33	3	.	1	8	.	2	3	2	4	2	1	.	76	16	218	Total.

ntinued on Page 32.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have from the 1st January 1850 to

Continued from Page 31.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1854.																							
	Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
ENGLAND AND WALES.																								
Birkenhead, Lancashire, and Cheshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bodmin and Wadebridge	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Bristol and Exeter, including Exeter and Crediton	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	1
Chester and Holyhead, including Mold	.	.	.	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
Dowlais	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin	1	.	2	3	3	13	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	5	3	15
East Lancashire	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Great Northern, including East Lincolnshire	.	.	.	3	.	7	2	.	2	.	.	.	1	.	.	4	.	.	.	.	.	10	.	9
Great Western	.	.	.	.	.	.	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	2	.	.
Lancashire and Yorkshire, including Blackburn	.	.	.	4	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	7
Lancashire and Yorkshire / East Lancashire Joint Line	1	.	5	1	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9
Liverpool, Crosby, and Southport	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and Blackwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
London and North-western	.	.	.	6	.	26	1	.	1	1	.	1	.	.	.	.	.	.	.	.	.	8	.	28
London and South-western	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
London, Brighton, and South Coast	.	.	.	2	3	32	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	3	32
Manchester, Sheffield, and Lincolnshire	.	.	.	1	.	.	2	.	6	.	.	.	.	.	.	.	.	.	.	.	.	3	.	6
Maryport and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Midland, including North-western	.	.	.	6	1	24	1	.	.	1	.	5	.	.	.	1	.	.	.	.	.	9	1	29
Monmouthshire	.	.	.	1	.	2	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	2
Newcastle and Carlisle	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North-eastern: Leeds Northern / York and North Midland / York, Newcastle, and Berwick	.	.	.	2	.	5	2	.	21	.	.	.	.	.	.	.	.	.	.	.	.	4	.	26
North London	.	.	.	1	.	28	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	28
North Union	.	.	.	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	2
Oxford, Worcester, and Wolverhampton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
St. Helen's Canal and Railway	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5
Shropshire Union	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
South Devon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South-eastern, including London and Greenwich	.	.	.	.	.	.	2	.	2	1	.	8	.	.	.	.	.	.	.	.	.	3	.	10
South Staffordshire	1	.	35	2	1	34	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	1	69
South Wales	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
South Yorkshire	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Cornwall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
West Hartlepool, including Stockton and Hartlepool and Clarence	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	3	.	42	39	8	196	12	.	32	5	.	15	3	.	.	5	.	.	.	.	.	67	8	285

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1854—*continued.*

TOTAL.																								
DESCRIPTION OF ACCIDENT.																								
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL			NAME OF RAILWAY COMPANY.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								ENGLAND AND WALES.
1	6	79	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	6	79	Birkenhead, Lancashire, and Cheshire Junction.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Bodmin and Wadebridge.
.	.	.	.	.	.	2	.	4	1	.	1	.	.	.	1	.	.	.	.	.	4	.	5	Bristol and Exeter, including Exeter and Crediton.
.	.	.	3	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	5	Chester and Holyhead, including Mold.
.	.	.	.	.	.	1	1	6	.	.	.	.	.	.	.	.	.	.	.	.	1	1	6	Dowlais.
4	.	36	8	3	25	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	14	3	61	Eastern Counties, including Eastern Union, Newmarket, and Royston and Hitchin.
.	.	.	3	1	3	2	.	6	.	.	.	.	.	.	1	.	2	.	.	.	6	1	11	East Lancashire.
1	.	50	13	.	52	2	.	2	.	.	.	4	.	2	5	.	.	.	.	.	25	.	106	Great Northern, including East Lincolnshire.
2	.	10	4	.	22	1	1	5	1	.	.	1	.	.	.	.	.	.	.	.	9	1	37	Great Western.
3	1	12	11	1	39	2	2	7	1	4	10	.	.	.	.	.	.	.	.	.	17	8	68	Lancashire and Yorkshire, including Blackburn.
1	.	5	2	.	29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	34	Lancashire and Yorkshire / East Lancashire - - } Joint Line.
.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Liverpool, Crosby, and Southport.
.	.	.	1	.	3	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	3	London and Blackwall.
5	2	21	23	5	105	9	.	4	2	6	21	4	.	.	.	.	.	1	1	.	44	14	151	London and North-western.
2	.	24	2	.	6	1	.	4	2	.	3	1	.	.	.	.	.	.	.	.	8	.	37	London and South-western.
.	.	.	8	3	134	2	3	.	1	.	5	.	.	.	.	.	.	1	.	.	12	6	139	London, Brighton, and South Coast.
1	.	6	8	.	72	3	.	11	.	.	.	2	.	.	.	.	.	.	.	.	14	.	89	Manchester, Sheffield, and Lincolnshire.
.	.	.	1	.	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	10	Maryport and Carlisle.
3	.	15	23	7	124	2	.	1	3	.	8	1	.	.	1	.	.	1	.	.	34	7	148	Midland, including North-western.
.	.	.	1	.	2	2	.	2	.	.	.	.	.	.	.	.	.	.	.	.	3	.	4	Monmouthshire.
.	.	.	.	.	.	1	.	12	.	.	.	.	.	.	.	.	.	.	.	.	1	.	12	Newcastle and Carlisle.
																								North-eastern:
1	.	3	12	.	19	4	.	24	.	.	.	1	.	.	2	2	4	.	.	.	20	2	50	Leeds Northern. / York and North Midland. / York, Newcastle, and Berwick.
.	.	.	1	.	28	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	28	North London.
.	.	.	3	.	2	1	.	3	1	.	.	.	.	.	.	.	.	.	.	.	5	.	5	North Union.
.	.	.	1	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	Oxford, Worcester, and Wolverhampton.
.	.	.	3	.	10	1	.	.	.	.	.	1	.	.	.	.	.	.	.	.	5	.	10	St. Helen's Canal and Railway.
.	.	.	2	1	13	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	3	1	15	Shropshire Union.
.	.	.	2	.	6	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	3	.	6	South Devon.
5	.	26	8	.	12	9	.	16	2	.	11	2	.	.	.	.	.	.	.	.	26		65	South-eastern, including London and Greenwich.
2	.	39	5	1	51	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	1	90	South Staffordshire.
.	.	.	2	.	2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	2	South Wales.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	South Yorkshire.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	West Cornwall.
.	.	.	2	3	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	3	9	West Hartlepool, including Stockton and Hartlepool and Clarence.
31	9	326	154	25	787	52	7	110	15	10	59	18	.	2	10	2	6	3	1	.	283	54	1290	TOTAL.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have from the 1st January 1850 to

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1850.																							
	Description of Accident.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Caledonian and Dumbartonshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dundee, Perth, and Aberdeen	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Edinburgh and Glasgow, including Edinburgh and Bathgate	1	5	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	5	9
Edinburgh, Perth, and Dundee	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
Glasgow and South-western	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Great North of Scotland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Monkland	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
North British	.	.	.	3	.	15	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	4	.	21
Scottish Central	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Midland Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	1	5	9	7	.	19	2	.	7	.	.	.	.	.	.	.	.	.	.	.	.	10	5	35

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Southern and Western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Londonderry and Enniskillen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ulster	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Waterford and Limerick	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Total	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ABSTRACT OF TOTALS.

England and Wales	6	.	42	26	3	77	7	.	4	2	.	7	1	.	.	1	.	2	1	.	.	44	3	132
Scotland	1	5	9	7	.	19	2	.	7	.	.	.	.	.	.	.	.	.	.	.	.	10	5	35
Ireland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Grand Total	7	5	51	33	3	96	9	.	11	2	.	7	1	.	.	1	.	2	1	.	.	54	8	167

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1854—*continued.*

SCOTLAND.

Year ending 31st December 1851.

Description of Accident.																									
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								SCOTLAND.
.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	.	Ardrossan.
.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock.
.	.	.	1	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	7	Caledonian and Dumbartonshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dundee, Perth, and Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Edinburgh and Glasgow, including Edinburgh and Bathgate.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Edinburgh, Perth, and Dundee.
1	.	1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	1	Glasgow and South-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Great North of Scotland.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monkland.
.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2	North British.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Central.
.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2	Scottish Midland Junction.
1	.	1	5	.	11	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	8	.	12	Total.

Continued on Page 36.

IRELAND.

																								IRELAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Cork and Bandon.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dublin and Kingstown.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Great Southern and Western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Londonderry and Enniskillen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ulster.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Waterford and Limerick.
.	.	.	.	.	–	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Total.

ABSTRACT OF TOTALS.

8	6	163	23	3	127	9	3	25	4	6	26	1	.	.	1	.	.	.	.	.	46	18	341	England and Wales.
1	.	1	5	.	11	.	.	.	1	.	.	1	.	.	.	.	.	.	.	.	8	.	12	Scotland.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ireland.
9	6	164	28	3	138	9	3	25	5	6	26	2	.	.	1	.	.	.	.	.	54	18	353	Grand Total.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have
from the 1st January 1850 to

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1852.																							
	DESCRIPTION OF ACCIDENT.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Caledonian and Dumbartonshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dundee, Perth, and Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh and Glasgow, including Edinburgh and Bathgate	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh, Perth, and Dundee	.	.	.	3	.	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	15
Glasgow and South-western	1	.	4	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	9
Great North of Scotland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Monkland	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
North British	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Scottish Central	.	.	.	2	.	29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	29
Scottish Midland Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	1	.	4	8	.	51	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	10	.	56

Continued from Page 35

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	1
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great Southern and Western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	1	.	1
Londonderry and Enniskillen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ulster	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Waterford and Limerick	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.
TOTAL	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	1	.	1	.	.	.	3	.	2

ABSTRACT OF TOTALS.

ENGLAND AND WALES	7	2	31	26	3	257	11	.	16	1	4	10	5	.	.	.	.	.	.	.	.	50	9	314
SCOTLAND	1	.	4	8	.	51	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	10	.	56
IRELAND	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	1	.	1	.	.	.	3	.	2
GRAND TOTAL	8	2	35	34	3	308	13	.	17	2	4	11	5	.	.	1	.	1	.	.	.	63	9	372

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1854—*continued*.

SCOTLAND.

Year ending 31st December 1853.

Description of Accident.																							
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			Total.			Name of Railway Company.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								SCOTLAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Ardrossan.
.	.	.	3	.	42	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	.	42	Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley and Greenock.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Caledonian and Dumbartonshire Junction.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	3	.	.	.	1	.	3	Dundee, Perth, and Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Edinburgh and Glasgow, including Edinburgh and Bathgate.
.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5	Edinburgh, Perth, and Dundee.
.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Glasgow and South-western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Great North of Scotland.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Monkland.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	North British.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Central.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Scottish Midland Junction.
.	.	.	4	.	47	1	.	.	.	.	.	.	.	.	1	.	3	.	.	.	6	.	50	Total.

Continued on Page 38.

IRELAND.

																								IRELAND.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Cork and Bandon.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Dublin and Kingstown.
.	.	.	1	15	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	2	15	5	Great Southern and Western.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	Londonderry and Enniskillen.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Ulster.
.	.	.	.	.	.	1	.	5	.	.	.	.	.	.	.	.	.	.	.	.	1	.	5	Waterford and Limerick.
.	.	.	2	15	6	1	.	5	.	.	.	1	.	.	.	.	.	.	.	.	4	15	11	Total.

ABSTRACT OF TOTALS.

7	1	48	40	8	130	13	4	33	3	.	1	8	.	2	3	2	4	2	1	.	76	16	218	England and Wales.
.	.	.	4	.	47	1	.	.	.	.	.	.	.	.	1	.	3	.	.	.	6	.	50	Scotland
.	.	.	2	15	6	1	.	5	.	.	.	1	.	.	.	.	.	.	.	.	4	15	11	Ireland.
7	1	48	46	23	183	15	4	38	3	.	1	9	.	2	4	2	7	2	1	.	86	31	279	Grand Total.

Appendix No. 1.—Table No. 3.—Showing the Railways upon which Accidents to Passenger Trains have from the 1st January 1850 to

SCOTLAND.

NAME OF RAILWAY COMPANY.	Year ending 31st December 1854.																							
	DESCRIPTION OF ACCIDENT.																							
	Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.		
	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.
SCOTLAND.																								
Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ardrossan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock	.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2
Caledonian and Dumbartonshire Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dundee, Perth, and Aberdeen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Edinburgh and Glasgow, including Edinburgh and Bathgate	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1
Edinburgh, Perth, and Dundee	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Glasgow and South-western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Great North of Scotland	1	1	21	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	21
Monkland	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North British	.	.	.	3	1	18	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	1	18
Scottish Central	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Scottish Midland Junction	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	1	1	21	4	1	20	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	6	2	42

Continued from Page 37.

IRELAND.

IRELAND.																								
Cork and Bandon	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dublin and Kingstown	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	1	1	.
Great Southern and Western	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Londonderry and Enniskillen	.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4
Ulster	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Waterford and Limerick	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TOTAL	.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	1	1	.	.	.	.	3	1	4

ABSTRACT OF TOTALS.

ENGLAND AND WALES	3	.	42	39	8	196	12	.	32	5	.	15	3	.	.	5	.	.	.	.	.	67	8	285
SCOTLAND	1	1	21	4	1	20	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	6	2	42
IRELAND	.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	1	1	.	.	.	.	3	1	4
GRAND TOTAL	4	1	63	44	9	220	14	.	33	5	.	15	3	.	.	6	1	.	.	.	.	76	11	331

occurred, together with the Nature of Accident, and the Number of Passengers killed and injured thereby, the 31st December 1854—*continued*.

SCOTLAND.

TOTAL.																								
DESCRIPTION OF ACCIDENT.																								
Collisions between Passenger Trains.			Collisions between Passenger Trains and other Trains or Engines.			Passenger Trains or Portions of Trains getting off the Rails.			Passenger Trains running into Sidings or off their proper Line, through Points being wrong.			Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking.			Axles or Wheels of Carriages of Passenger Trains breaking.			Bursting of the Boilers of Engines.			TOTAL.			NAME OF RAILWAY COMPANY.
No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	No. of Accidents.	No. killed.	No. injured.	
																								SCOTLAND.
.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	1	.	.	Aberdeen.
.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	.	.	.	.	.	.	1	.	.	Ardrossan.
.	.	.	6	.	45	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	7	.	46	Caledonian, including Glasgow, Barrhead, and Neilston, and Glasgow, Paisley, and Greenock.
.	.	.	1	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	7	Caledonian and Dumbartonshire Junction.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	3	.	.	.	2	.	4	Dundee, Perth, and Aberdeen.
1	5	9	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	2	5	10	Edinburgh and Glasgow, including Edinburgh and Bathgate.
.	.	.	5	.	20	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	.	20	Edinburgh, Perth, and Dundee.
2	.	5	3	.	7	1	.	.	.	.	.	.	.	.	.	.	.	.	.		6	.	12	Glasgow and South-western.
1	1	21	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	21	Great North of Scotland.
.	.	.	1	.	1	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	2	.	2	Monkland.
.	.	.	8	1	36	1	.	6	.	.	.	.	.	.	.	.	.	.	.	.	9	1	42	North British.
.	.	.	2	.	29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	29	Scottish Central.
.	.	.	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	2	Scottish Midland Junction.
4	6	35	28	1	148	5	.	9	1	.	.	1	.	.	1	.	3	.	.	.	40	7	195	TOTAL.

IRELAND.

																								IRELAND.
.	.	.	.	.	.	.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	1	.	1	Cork and Bandon.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	.	.	.	.	1	1	. . .	Dublin and Kingstown.
.	.	.	1	15	5	.	.	.	.	.	.	1	.	.	1	.	1	.	.	.	3	15	6	Great Southern and Western.
.	.	.	1	.	4	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	4	Londonderry and Enniskillen.
.	.	.	1	.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	1	Ulster.
.	.	.	.	.	.	2	.	5	.	.	.	.	.	.	.	.	.	.	.	.	2	.	5	Waterford and Limerick.
.	.	.	3	15	10	3	.	5	1	.	1	1	.	.	2	1	1	.	.	.	10	16	17	TOTAL.

ABSTRACT OF TOTALS.

31	9	326	154	25	787	52	7	110	15	10	59	18	.	2	10	2	6	3	1	.	283	54	1290	ENGLAND AND WALES.
4	6	35	28	1	148	5	.	9	1	.	.	1	.	.	1	.	3	.	.	.	40	7	195	SCOTLAND.
.	.	.	3	15	10	3	.	5	1	.	1	1	.	.	2	1	1	.	.	.	10	16	17	IRELAND.
35	15	361	185	41	945	60	7	124	17	10	60	20	.	2	13	3	10	3	1	.	333	77	1502	GRAND TOTAL.

Appendix No. 1. - - - -

Table 4.—Table showing the Railways upon which Accidents to Passengers, from 30th June 1854, together with the Traffic

Name of Company.	1850.				1851.			
	Passengers.		Number of Passengers conveyed.	Mean Length of Line.	Passengers.		Number of Passengers conveyed.	Mean Length of Line.
	Killed.	Injured.			Killed.	Injured.		
ENGLAND.								
Birkenhead, Lancashire, and Cheshire Junction	—	—	520,190	M. C. 24 36	6	79	594,874	M. C. 32 70½
Bodmin and Wadebridge	—	1	3,470	14 56	—	—	2,881	14 56
Bristol and Exeter, including "Exeter and Crediton"	—	—	613,209	86 0	—	—	743,112	91 50
Chester and Holyhead, including Bangor and Carnarvon, and "Mold"	—	—	445,547	98 36	—	—	542,644	98 36
Dowlais	—	—	—	—	—	—	3,469	1 68
Eastern Counties, including "Eastern Union," "Newmarket," and "Royston and Hitchin"	—	31	3,671,996	436 37½	—	—	3,924,635	442 78
East Lancashire	4	4	1,835,679	75 38½	—	—	2,069,237	77 37
Great Northern, including "East Lincolnshire"	—	6	843,711½	134 14	—	50	1,372,155	232 49½
Great Western	—	8	2,491,712½	243 41	—	10	3,138,533	265 9½
Lancashire and Yorkshire, including "Blackburn," "Preston and Wyre," &c.	1	5	5,349,821½	254 56½	—	8	5,923,831	274 64½
Lancashire and Yorkshire and East Lancashire Junction (Joint Line.)	—	—	—	—	—	—	—	—
Liverpool, Crosby, and Southport	—	—	186,507	14 45	—	—	581,314	16 40½
London and Blackwall	—	3	2,983,894	5 17	—	—	3,536,690	5 17
London and North-western	—	19	7,165,148	549 47	7	50	8,134,794	609 35½
London and South-western	—	—	3,394,792	239 70	—	22	4,386,174	239 70
London, Brighton, and South Coast	—	21	2,838,949	163 24	3	6	3,614,723	163 24
Manchester, Sheffield, and Lincolnshire	—	1	2,195,201	161 17½	—	16	2,299,370	165 25½
Maryport and Carlisle	—	10	126,318	28 28	—	—	135,767	28 28
Midland, including North-western	2	12	5,585,562	527 13½	3	61	6,198,320	536 49
Monmouthshire	—	—	1,999	28 0	—	—	125,502	28 0
Newcastle and Carlisle	—	—	525,417	65 20	—	12	546,557	67 34
North Eastern:								
Leeds Northern	—	—	289,612	39 13½	—	—	269,083	39 75½
York and North Midland	—	—	1,521,213½	276 7	—	—	1,612,142	278 5
York, Newcastle, and Berwick	—	5	3,257,545	300 19	—	7	3,529,708	302 23
North Staffordshire	—	—	836,954	112 19½	—	—	956,956½	112 19½
North Union	—	—	—	—	—	3	—	—
Oxford, Worcester, and Wolverhampton	—	—	—	—	—	—	—	—
St. Helens	—	—	203,131	10 78	—	1	255,663	11 55
Shropshire Union	—	2	376,337	28 73	—	—	560,667	28 73
South Devon	—	—	546,916	56 74	—	—	551,705	56 74
South Eastern	—	7	6,022,826	211 27½	—	10	6,776,179	232 9½
South Staffordshire	—	—	499,942	21 64½	—	—	1,019,461	24 52
South Wales	—	—	240,647	74 56	—	—	461,161	84 75
West Hartlepool	—	—	166,789	45 0	—	—	140,309	45 0
Total	7	135	54,741,036	4327 69½	19	342	64,007,616½	4,609 24
SCOTLAND.								
Caledonian, including "Glasgow, Barrhead, and Neilston Direct"	—	1	1,949,405	193 20	—	—	1,977,099	193 20
Caledonian and Dumbartonshire	—	—	117,772	8 3	—	7	256,370	8 3
Dundee, Perth, and Aberdeen Junction	—	1	260,001	31 13	—	—	281,469	31 13
Edinburgh and Glasgow, including "Edinburgh and Bathgate"	5	10	1,111,432	85 1¾	—	—	1,082,142	92 1¾
Edinburgh, Perth, and Dundee	—	—	1,281,673	72 5½	—	—	1,236,747	72 5½
Glasgow and South-western	—	2	1,126,769	154 58	—	1	1,153,775	171 63
Monkland	—	1	206,320	35 72	—	—	198,948	35 72
North British	—	21	1,355,408	139 39	—	2	1,226,614	146 39
Scottish Central	—	—	351,317	47 22½	—	—	540,891	49 45
Scottish Midland Junction	—	—	175,685	32 47	—	2	196,816	32 47
Total	5	36	7,935,782	799 41¾	—	12	8,100,871	832 69¼
IRELAND.								
Cork and Bandon	—	—	54,546	9 60	—	—	54,673	14 53
Dublin and Kingstown	—	—	2,307,009	7 60	—	—	2,046,011	7 60
Great Southern and Western	—	—	482,837	188 40	—	—	500,103	188 40
Londonderry and Enniskillen	—	—	97,89[illegible]	14 59	—	—	97,032	14 59
Midland Great Western	—	—	237,351	[illegible] 0	—	1	266,634½	88 18
Ulster	—	—	495,847	[illegible] 0	—	—	544,896	35 50
Waterford and Limerick	—	—	81,661	25 0	—	—	81,880	25 0
Total	—	—	3,756,631½	331 29	—	1	3,591,229½	374 40
General Total	12	171	66,433,449¼	5458 60¼	19	355	75,699,717	5,816 53¼

- - - - Appendix No. 1.

Causes beyond their own Control, have occurred between the 1st January 1850 and the UPON and LENGTH of such RAILWAYS.

1852.					1853.					Half-Year ending 30th June 1854.				
Passengers.		Number of Passengers conveyed.	Mean Length of Line.		Passengers.		Number of Passengers conveyed.	Mean Length of Line.		Passengers.		Number of Passengers conveyed.	Mean Length of Line.	
Killed.	Injured.		M.	C.	Killed.	Injured.		M.	C.	Killed.	Injured.		M.	C.
—	—	669,616	32	70½	—	—	763,286	32	70½	—	—	366,501	32	70½
—	—	3,372	14	56	—	—	3,015	14	56	—	—	2,644	14	56
—	4	853,901	91	50	—	—	979,318	101	52	—	—	495,340	111	42
—	—	610,971	101	78½	—	1	632,358	105	42	—	2	316,025	105	42
—	—	9,892	1	68	1	6	4,446	1	68	—	—	22	1	68
—	5	4,214,880	449	18½	—	10	4,683,318	466	77½	2	11	2,186,207	481	37½
—	—	2,187,082	78	45½	1	—	2,324,886	79	54	—	—	1,087,854	79	54
—	5	1,410,304	262	49	—	36	1,649,554	283	56½	—	—	785,199	283	56½
—	14	2,905,862	293	3	1	5	3,658,676	314	18½	—	—	1,809,146½	322	18
5	29	5,964,503	276	20	3	19	6,221,168	276	20	—	4	3,072,320½	276	20
—	25	—	—		—	—	—	—		—	4	—	—	
—	1	643,818	16	56	—	—	702,023	16	56	—	—	338,827	16	56
—	—	3,755,780	5	17	—	—	4,090,544	5	17	—	—	2,008,814	14	10½
2	21	8,176,634	632	9	5	33	9,921,110	640	24	—	17	4,725,939	642	26
—	5	4,031,650	244	18½	—	9	4,350,357	248	49	—	1	2,114,672	248	49
—	71	3,527,212	163	24	—	9	4,493,740	163	24	—	—	2,671,597	163	71
—	60	2,302,101	165	25½	—	6	2,371,112	165	25½	—	6	1,209,548	167	25½
—	—	148,883	28	28	—	—	152,475	28	28	—	—	75,383	28	28
—	20	6,543,761	535	24	2	30	7,131,073	533	22	—	8	3,379,982	539	77
—	2	272,369	33	40	—	—	444,974	39	15	—	—	216,665	39	30
—	—	537,666	73	74½	1	—	545,432	78	21	—	—	269,064	78	21
—	—	409,078	55	14	—	—	379,169	69	50½	—	—			
—	5	1,774,277	278	48	2	4	1,837,505	280	22½	—	—	2,956,878	683	44½
—	1	3,710,043	302	63	—	3	3,993,747	317	32½	—	5			
—	—	1,036,365½	117	50	1	—	1,203,156	123	0½	—	—	588,699	123	0½
—	—	—	—		—	—	—	—		—	—	—	—	
—	—	198,023	46	40	—	3	790,208	67	10½	—	—	430,536	90	25
—	4	313,813	15	25	—	—	545,634	21	48½	—	5	297,987	24	45
1	11	575,411	28	73	—	—	574,433	28	73	—	—	314,424	28	73
—	—	683,403	56	74	—	6	807,459	56	74	—	—	395,731	56	74
1	16	6,328,547	255	43	—	22	6,979,307	258	14½	—	2	3,746,529	258	14½
—	12	1,174,888	24	52	—	9	1,421,161	25	1½	—	—	647,566	25	30
—	—	665,240	109	32½	—	2	1,001,846	124	51	—	—	506,840	140	33
1	3	150,348	45		2	6	146,469	45		—	—	83,052	45	0
10	314	65,784,693½	4837	15	19	219	74,802,959	5013	55½	2	65	37,099,992	5124	78
—	1	2,506,640	193	20	1	42	3,554,205	193	20	—	2	1,800,032	193	20
—	—	286,607	8	3	—	—	313,355	8	3	—	—	130,318	8	3
—	—	284,187	31	13	—	3	303,717	31	13	—	—	128,510	31	13
—	—	1,034,792	92	1¾	—	—	1,060,249	92	1¾	—	1	525,816	92	1¾
—	15	1,174,175	72	5½	—	5	1,160,480	72	5½	—	—	524,933	72	5½
—	9	1,180,329	171	63	—	—	1,303,584	171	63	—	—	645,170	171	63
—	1	59,943	35	72	—	—	96,815	35	72	—	—	42,206	35	72
—	1	1,234,496	147	74	—	—	1,180,997	147	74	—	—	502,237	147	74
—	29	571,277	49	45	—	—	467,594	49	71	—	—	246,516	50	17
—	—	198,983	32	47	—	—	204,352	34	27	—	—	89,537	34	27
—	56	8,531,429	834	24¼	1	50	9,644,848	836	30¼	—	3	4,635,275	836	56¼
—	1	95,103	19	54	—	—	103,723	19	54	—	—	41,994	19	54
—	—	2,080,987	7	60	1	—	2,265,519	7	60	1	—	902,143	7	60
—	1	519,414	188	40	15	5	586,096	188	40	—	—	268,883	188	40
—	—	144,343	24	21½	—	—	179,295	37	43½	—	4	93,198	44	13½
—	—	346,325½	126	36	—	—	399,739½	126	36	—	—	172,050½	126	36
—	—	565,146	35	50	—	1	624,800	35	50	—	—	270,335	35	50
—	—	115,298	37	7	—	5	167,134	62	30½	—	—	84,415½	75	47
—	2	3,866,616½	439	28½	16	11	4,326,306½	477	74	1	4	1,833,019	497	60½
10	372	78,182,739	6110	67¾	36	280	88,774,113½	6327	79¾	3	72	43,568,286	6459	34¾

(Continued on Page 42.)

Appendix No. 1.—Table No. 4.—Table showing the Railways upon which Accidents to Passengers, 30th June 1854, together with the Traffic

(Continued from Page 41.)

Name of Company.	Total of the preceding Periods.						
	Passengers.		Number of Passengers conveyed.	Length open on 30th June 1854.	Number of Passengers per Mile.	Receipts per Mile.	
	Killed.	Injured.				Passengers.	Goods.
ENGLAND.						£	£
Birkenhead, Lancashire, and Cheshire Junction	6	79	2,914,467	32 70½	94,015	7,814	5,196
Bodmin and Wadebridge	—	1	15,382	14 56	1,025	29	457
Bristol and Exeter, including "Exeter and Crediton"	—	4	3,684,880	111 42	38,185	7,212	3,928
Chester and Holyhead, including "Bangor and Carnarvon, and "Mold"	—	3	2,547,545	105 42	24,975	3,829	3,101
Dowlais	1	6	17,829	1 68	8,914	126	2,635
Eastern Counties, including "Eastern Union," "Newmarket," and "Roys-ton and Hitchin"	2	57	18,681,036	481 37½	41,057	4,592	4,367
East Lancashire	5	11	9,504,738	79 54	121,856	6,058	7,096
Great Northern, including "East Lincolnshire"	—	97	6,060,923½	283 56½	24,051	4,919	5,811
Great Western	1	37	14,003,930	324 55	48,625	10,062	5,410
Lancashire and Yorkshire, including "Blackburn," "Preston and Wyre," &c.	9	65	26,531,644	276 20	97,903	5,676	8,904
Lancashire and Yorkshire and East Lancashire Junction (Joint Line.)	—	29	—	—	—	—	—
Liverpool, Crosby, and Southport	—	1	2,452,489	16 56	158,225	6,234	943
London and Blackwall	—	3	16,375,722	23 4	2,339,389	32,085	1,465
London and North-western	14	140	38,123,625	642 26	62,030	9,839	10,864
London and South-western	—	37	18,277,645	248 49	74,908	8,251	3,426
London, Brighton, and South Coast	3	107	17,146,221	164 38	104,550	11,837	3,590
Manchester, Sheffield, and Lincoln-shire	—	89	10,377,332	169 25½	63,084	3,406	5,373
Maryport and Carlisle	—	10	638,826	28 28	22,573	1,955	3,710
Midland, including "North-western"	7	131	28,838,698	539 77	54,005	4,380	6,491
Monmouthshire	—	2	1,061,509	39 30	31,686	1,025	7,034
Newcastle and Carlisle	1	12	2,424,136	78 21	33,436	2,313	5,523
North-eastern:							
Leeds Northern	—	—	25,540,000½	683 44½	39,658	3,142	5,804
York and North Midland	2	9					
York, Newcastle, and Berwick	—	21					
North Staffordshire	1	—	4,622,131	123 0½	39,304	2,573	3,206
North Union	—	3	—	—	—	—	—
Oxford, Worcester, and Wolverhampton	—	3	1,418,767	92 69	21,019	1,620	1,553
St. Helens	—	10	1,616,228	24 68	97,953	1,731	6,222
Shropshire Union	1	13	2,401,272	28 73	82,802	2,182	2,618
South Devon	—	6	2,985,214	56 74	52,372	5,568	2,405
South-eastern	1	57	29,848,388	258 14½	122,833	10,204	3,316
South Staffordshire	—	21	4,763,018	25 30	198,454	6,324	5,228
South Wales	—	2	2,875,734	140 33	27,002	2,627	1,661
West Hartlepool	3	9	686,967	45 0	15,266	669	7,154
Total	57	1,075	296,436,297	5,141 62½	61,977	6,025	5,861
SCOTLAND.							
Caledonian, including "Glasgow, Barrhead, and Neilston Direct"	1	46	11,787,381	193 20	61,075	3,881	6,814
Caledonian and Dumbartonshire	—	7	1,104,422	8 3	138,053	2,755	1,728
Dundee, Perth, and Aberdeen Junction	—	4	1,257,884	31 13	40,577	1,934	3,414
Edinburgh and Glasgow, including "Edinburgh and Bathgate"	5	11	4,764,431	92 1¾	52,646	5,662	4,880
Edinburgh, Perth, and Dundee	—	20	5,378,008	72 5½	74,694	3,842	4,305
Glasgow and South-western	—	12	5,409,627	171 63	32,200	2,234	3,536
Monkland	—	2	603,732	35 72	16,770	362	5,029
North British	—	24	5,499,752	147 74	37,669	2,627	3,406
Scottish Central	—	29	2,177,595	50 17	44,441	3,839	5,080
Scottish Midland Junction	—	2	865,373	34 27	26,223	1,720	2,657
Total	6	157	38,848,205	836 56¼	46,918	3,186	4,580
IRELAND.							
Cork and Bandon	—	1	350,039	19 54	21,214	1,413	701
Dublin and Kingstown	2	—	9,601,669	7 60	1,246,370	29,064	613
Great Southern and Western	15	6	2,357,333½	188 40	12,506	3,477	2,514
Londonderry and Enniskillen	—	4	611,248	47 4	22,723	1,195	1,258
Midland Great Western	—	1	1,422,101	126 36	13,807	2,361	1,629
Ulster	—	1	2,501,024	35 50	70,253	3,738	2,906
Waterford and Limerick	—	5	530,388½	75 47	13,611	1,281	982
Total	17	18	17,373,803	500 51	40,976	3,227	1,971
General Total	80	1,250	352,658,305	6,479 9¾	58,435	5,438	5,412

from Causes beyond their own Control, have occurred between the 1st January 1850 and the upon and Length of such Railways—*continued.*

Proportion of Goods Traffic to Passenger Traffic per Mile during this Period.	Average Number of Persons employed per Mile during this Period.	Proportion to Number of Passengers carried.		Proportion to Number of Passengers carried per Mile.		Proportion per 1,000 Miles of Railway.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
·66	10·8	1 in 485,764	1 in 96,892	1 in 15,669	1 in 1,190	193·55	2548·00
15·79	1·4	—	1 in 15,382	—	1 in 1,025	—	66·66
·82	10·2	—	1 in 921,220	—	1 in 965	—	41·45
·80	4·6	—	1 in 849,181	—	1 in 8,325	—	29·41
20·91	17·4	1 in 17,829	1 in 2,971	1 in 9,905	1 in 1,650	550·55	3333·33
·95	8·4	1 in 9,340,518	1 in 327,742	1 in 20,526	1 in 720	4·39	125·27
1·17	15·4	1 in 1,300,945	1 in 864,067	1 in 16,678	1 in 11,077	64·10	141·02
1·18	12·8	—	1 in 62,483	—	1 in 247	—	384·92
·53	12·1	1 in 14,003,930	1 in 405,511	1 in 43,624	1 in 1,407	3·47	128·47
1·56	13·1	1 in 2,947,959	1 in 402,025	1 in 10,877	1 in 1,483	33·21	239·85
—	—	—	—	—	—	—	—
·15	1·9	—	1 in 2,452,489	—	1 in 158,225	—	64·51
·05	30·1	—	1 in 5,458,574	—	1 in 779,794	—	428·57
1·14	16·5	1 in 2,723,116	1 in 272,311	1 in 4,430	1 in 443	22·77	227·78
·41	9·3	—	1 in 493,990	—	1 in 2,024	—	151·64
·30	15·1	1 in 5,715,407	1 in 160,245	1 in 34,850	1 in 977	18·29	652·44
1·58	11·6	—	1 in 116,599	—	1 in 708	—	541·03
1·89	5·7	—	1 in 63,882	—	1 in 2,257	—	360·42
1·48	10·5	1 in 4,119,827	1 in 220,142	1 in 7,672	1 in 410	13·03	245·31
6·86	12·0	—	1 in 530,754	—	1 in 15,544	—	59·70
2·39	10·0	1 in 2,424,136	1 in 202,011	1 in 33,436	1 in 2,786	13·77	165·32
1·85	9·1	1 in 12,770,000	1 in 851,333	1 in 19,829	1 in 1,321	3·12	46·58
1·24	8·8	1 in 4,622,131	—	1 in 39,304	—	8·50	—
—	—	—	—	—	—	—	—
·96	6·2	—	1 in 472,933	—	1 in 7,006	—	44·44
3·59	16·0	—	1 in 161,622	—	1 in 9,781	—	606·06
1·20	6·1	1 in 2,401,272	1 in 184,767	1 in 83,089	1 in 6,381	34·60	449·82
·43	8·6	—	1 in 497,369	—	1 in 8,741	—	105·44
·32	13·3	1 in 29,848,388	1 in 523,655	1 in 122,832	1 in 2,154	4·11	234·56
·83	13·8	—	1 in 226,810	—	1 in 9,450	—	875
·63	2·9	—	1 in 1,437,867	—	1 in 15,379	—	18·77
10·69	6·2	1 in 228,989	1 in 76,329	1 in 5,088	1 in 1,696	66·66	200·
·97	11·2	1 in 5,200,635	1 in 275,773	1 in 1,087	1 in 58	11·92	226·06
1·75	12·2	1 in 11,787,381	1 in 254,074	1 in 61,074	1 in 1,316	5·18	243·
62	8·4	—	1 in 157,774	—	1 in 19,721	—	875·
1·76	8·3	—	1 in 314,471	—	1 in 10,144	—	129·03
·86	10·7	1 in 952,886	1 in 433,130	1 in 10,529	1 in 4,786	55·24	121·55
1·12	9·3	—	1 in 268,900	—	1 in 3,734	—	286·11
1·58	7·0	—	1 in 450,802	—	1 in 2,689	—	71·43
13·89	5·9	—	1 in 301,866	—	1 in 8,409	—	55·71
1·29	9·2	—	1 in 229,156	—	1 in 1,561	—	164·38
1·31	13·9	—	1 in 75,089	—	1 in 1,532	—	592·17
1·54	4·8	—	1 in 432,686	—	1 in 13,111	—	60·60
1·44	9·4	1 in 6,474,701	1 in 247,568	1 in 7,829	1 in 298	7·24	198·62
·49	6·5	—	1 in 350,039	—	1 in 2,121	—	60·60
·02	36·8	1 in 4,800,834	—	1 in 624,783	—	259·74	—
·72	8·5	1 in 157,155	1 in 392,888	1 in 883	1 in 2,084	75·57	31·83
1·05	6·7	—	1 in 152,812	—	1 in 5,680	—	148·69
·69	5·3	—	1 in 1,422,101	—	1 in 13,806	—	9·71
·77	8·3	—	1 in 2,501,024	—	1 in 70,253	—	28·09
·77	6·0	—	1 in 106,077	—	1 in 2,362	—	111·36
·61	7·7	1 in 1,021,400	1 in 962,211	1 in 2,409	1 in 2,269	40·09	42·46
·99	10·7	1 in 4,158,228	1 in 282,126	1 in 689	1 in 47	13·25	207·15

Appendix No. 1.

TABLE 5.—TABLE showing the RAILWAYS upon which NO ACCIDENTS to PASSENGERS by TRAINS have occurred between 1st January 1850 and 30th June 1854, together with the Length of each Line, and a Summary of the Traffic.

NAME OF COMPANY.	Number of Passengers conveyed between 1st January 1850 and 30th June 1854.	Number of Passengers conveyed, per Mile.	Receipts per Mile between 1st January 1850 and 30th June 1854.		Proportion of Goods Traffic to Passenger Traffic.	Average No. of Persons employed on the Railway, per Mile, during this Period.	Length of Line open on the 30th June 1854.	
			Passengers.	Goods.				
ENGLAND AND WALES.			£	£			Mls.	Chs.
Ambergate, Nottingham, Boston, and Eastern Junction	462,332½	23,114	1,686	2,569	1·52	4·3	19	60
Blyth and Tyne	348,974	31,725	810	5,089	6·28	18·1	12	0
Cockermouth and Workington	255,104	30,012	1,090	2,605	2·39	4·5	8	40
East Anglian	1,007,681	15,040	1,137	1,459	1·28	3·1	67	8
Fleetwood, Preston, and West Riding Junction, and Preston and Longridge	258,033	39,697	1,012	1,194	1·18	3·	—	
Furness	332,974	17,617	607	5,239	8·62	8·1	19	70
Hull and Holderness	2,232	—	—	—	—	3·5	17	40
Kendal and Windermere	443,392	43,047	2,554	1,468	·56	4·4	10	24
Lancaster and Carlisle	2,191,701	24,218	5,278	6,052	1·15	5·9	90	47
Liskeard and Caradon	—	—	—	1,128	—	1·7	8	60
Llanelly	78,615	2,782	137	1,723	12·57	3·4	28	20
Llynvi Valley	—	—	—	404	—	—	17	51
Malton and Driffield	44,877	2,337	149	152	1·02	1·9	19	17
Manchester, Buxton, Matlock, and Midlands Junction	411,755	35,804	1,585	1,708	1·07	4·1	11	42
Manchester, South Junction, and Altrincham	4,272,924½	459,455	11,452	2,210	·19	6·7	9	26
Newport, Abergavenny, and Hereford	85,152½	2,519	184	101	·55	12·2	33	62
North London, formerly East and West India Docks and Birmingham Junction	10,455,059	1,306,882	19,314	7,302	·37	26·0	8	34½
North and South-western Junction	14,461	3,805	171	430	2·51	6·3	3	70
Port Carlisle Dock and Railway	970	87	6	10	1·66	4·1	11	10
Saundersfoot Harbour and Railway	—	—	—	293	—	·8	7	0
Shrewsbury and Chester	1,808,220	32,581	2,827	4,455	1·58	10·7	50	46
Shrewsbury and Hereford	333,804	8,559	765	712	·93	5·8	—	
Stockton and Darlington	1,817,844	20,198	957	9,442	9·87	13·5	99	70
Shrewsbury and Birmingham	2,073,299	70,520	3,026	2,674	·88	11·4	29	34½
South Yorkshire	650,635	41,976	1,811	5,998	3·31	4·1	19	29
Taff Vale	1,260,037	29,647	1,658	12,322	7·33	17·5	42	54
Vale of Neath	590,742	27,865	1,223	1,586	1·29	6·9	25	8
Warrington and Stockport	83,720½	8,128	247	3	·01	6·	10	68
West Cornwall	799,217	31,969	1,253	2,594	2·07	8·9	25	8
Whitehaven and Furness	403,976	12,624	736	581	·79	4·7	33	64
Whitehaven Junction	737,784	59,485	2,407	2,068	·85	7·	12	70½
TOTAL	31,225,516	44,607	1,481	3,549	2·39	8·1	754	13½
SCOTLAND.								
Aberdeen	2,237,747	31,241	2,225	2,761	1·24	6·8	72	68
Ardrossan	356,972	25,498	663	3,187	4·80	5·3	12	40
Deeside	93,739½	5,785	233	157	·67	3·6	16	16
Dundee and Arbroath	1,965,592	114,279	3,433	2,985	·87	11·8	17	27½
General Terminus	—	—	—	6,486	—	14·3	2	21½
Morayshire	118,289	20,049	459	353	·77	5·3	5	72
St. Andrew's	125,966	27,992	719	510	·71	—	4	45
Stirling and Dunfermline	378,927½	19,138	799	1,468	1·84	5·4	24	50
TOTAL	5,277,233	34,946	1,676	2,260	1·35	6·5	156	20
IRELAND.								
Belfast and Ballymena	1,872,875	49,416	2,397	1,765	·74	7·	37	74
Belfast and County Down	1,743,189	113,194	2,807	613	·22	5·5	16	63
Cork, Blackrock, and Passage	1,964,377½	312,799	5,507	48	·01	12·7	6	23
Dublin and Belfast Junction	654,426	15,398	2,577	1,056	·41	4·8	55	48
Dublin and Drogheda	2,306,243	41,704	3,264	1,335	·41	5·2	62	17
Dundalk and Enniskillen	226.555	11,327	961	1,035	1·08	5·8	19	71
Irish South-eastern	252,956	12,046	1,161	626	·54	3·2	22	48
Killarney Junction	45,526	1,167	266	106	·40	2·4	40	26
Londonderry and Coleraine	127,128	4,657	278	233	·84	6·3	36	13
Newry and Enniskillen	9,089	2,597	59	—	—	6·8	3	43
Newry, Warrenpoint, and Rostrevor	627,714	110,125	2,149	222	·10	6·4	5	60
Waterford and Kilkenny	160,583½	9,446	676	457	·68	4·8	28	35
Waterford and Tramore	47,979½	6,572	272	5	·02	4·9	7	31
TOTAL	10,038,641	33,686	1,832	835	·45	5·3	342	72
GRAND TOTAL	46,541,390	40,470	1,605	2,673	1·67	7·2	1,253	25½

Appendix No. 2.

Containing a List of the Accidents which have been reported upon by the Inspecting Officers of this Department during the Year 1854, classified according to the Nature of the Accidents; and showing the Causes to which they are severally to be attributed.

Appendix No. 2.

Containing a List of the Accidents which have been reported upon by the Inspecting Officers of showing the Causes to which they

Table No. 1.—Accidents appertaining

Engines or Carriages

NATURE OF ACCIDENT.	Purely accidental.	Causes arising from the Rolling Stock or the Road.			
		Neglect of		Defective Construction of	
		Machinery of Train.	Road.	Machinery of Train.	Road.
Dublin and Kingstown Railway:					
5th June.—Carriage thrown off the rails from a broken axle	1	–	–	–	–
East Lancashire Railway:					
27th July.—Engine ran off the line near Burnley	–	–	–	–	1
14th December.—Passenger train thrown off at Molineux viaduct, by coming in contact with the roof of a goods waggon which had fallen on the Line	–	1	–	–	–
Great Northern Railway:					
1st. January.—Fracture of tyre of wheel of carriage in passenger train, near Sandy Station	1	–	–	–	–
31st. January.—Fracture of axle of Great Northern truck, near Corby	1	–	–	–	–
4th February.—Fracture of axle of coal truck between Arsley and Hitchin	1	–	–	–	–
4th March.—Fracture of axle of a North British waggon, near Holme Station	1	–	–	–	–
20th March.—Fracture of an axle of a North British carriage in passenger train, near Tuxford	1	–	–	–	–
17th April.—Carriages thrown off line near Hornsey, from fracture of a tyre	1	–	–	–	–
30th May.—Train thrown off line near Peterborough	–	–	–	–	1
23d June.—Fracture of tyre of wheel of carriage in passenger train, near Barnet	1	–	–	–	–
20th July.—Engine threw a tyre between the two short tunnels north of Barnet	1	–	–	–	–
21st July.—Fracture of axle of waggon of coal train a little south of Stoke tunnel, near Great Ponton station	1	–	–	–	–
Lancashire and Yorkshire Railway:					
4th January.—Passenger carriages thrown off line in Bellfield cutting	1	–	–	–	–
Lancashire and Yorkshire and East Lancashire Joint Line:					
16th May.—One of the waggons of a goods train of Lancashire and Yorkshire Railway Company whilst shunting into a siding was thrown off the line, and fell on to opposite line of rails; it was then run into by a passenger train of Liverpool, Crosby, and Southport Railway Company, approaching in the opposite direction	1	–	–	–	–
London and North Western Railway:					
10th April.—Train left the rails near Staley Bridge on Manchester and Huddersfield section	1	–	–	–	–
Londonderry and Enniskillen Railway:					
15th September.—Train thrown off line near Trillik	–	–	–	–	–
Manchester, Sheffield, and Lincolnshire Railway:					
25th February.—Train ran off the line near Barton branch	–	–	1	–	–
15th April.—Train ran off the line at Clarborough Junction	–	–	1	–	–

Appendix No. 2.

this Department during the Year 1854.—Classified according to the Nature of the Accidents, and are severally to be attributed.

TO THE ROLLING STOCK AND ROAD.

leaving the Rails.

Causes attributable to the Management.														
Insufficient Supply of Means for securing Safety.							Defective Discipline.							
							Unpunctuality.							
Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication from Guard to Engine Driver.	Want of adequate Signals.	Want of Timepieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Improper Interference by Persons not under Control of the Company.	Malicious Attempts by Persons not under the Control of the Company.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	1	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	1	–	–	–	–	–	–	–	–	–	–
–	–	–	–	1	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	1	–	–	–	–	–	–	–	–	–	–
1	1	–	–	–	–	–	–	1	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Appendix No. 2.—Table No. 1.—*Engines or*

NATURE OF ACCIDENT.	Purely accidental.	Causes arising from the Rolling Stock or the Road.			
		Neglect of		Defective Construction of	
		Machinery of Train.	Road.	Machinery of Train.	Road.
MIDLAND RAILWAY:					
12th January.—Fracture of tyre of carriage wheel in express train, near Ambergate, on the 12th January -	1	–	–	–	–
MONMOUTHSHIRE RAILWAY:					
9th November.—Train thrown off near Newport -	–	–	1	–	–
NORTH EASTERN RAILWAY:					
9th July.—Train thrown off rails near Leamside station -	–	–	1	–	–
SOUTH EASTERN RAILWAY:					
29th January.—Engine thrown off the line at points -	–	–	–	–	–
25th May.—North Kent Railway. Carriages thrown off the line - - - - - -	1	–	–	–	–
TOTAL -	15	1	4	–	2
Accidents from Trains running					
LONDON AND NORTH WESTERN RAILWAY:					
Passenger train on 27th July ran through facing points at Allesley Gate Station, and came into collision with ballast waggons - - - - -	–	–	–	–	–
NORTH UNION RAILWAY:					
Collision on 16th September at Preston Station, between a passenger train and some goods waggons - -	–	–	–	–	–
SOUTH EASTERN RAILWAY:					
Collision on 26th October at Sandwich, from a train running through facing points - - -	–	–	–	–	1
TOTAL -	–	–	–	–	1
Accidents from Persons in Trains being struck against					
LONDON, BRIGHTON, AND SOUTH COAST RAILWAY:					
Accident on the 24th July to a man named Oddy -	–	–	–	–	–
NORTH EASTERN RAILWAY:					
Accident on 7th October to a third-class passenger travelling in a train between Felling Station and Pelaw Main Station, from being struck by the handle of a door of a van in a train passing in the opposite direction -	–	–	–	–	1
TOTAL -	–	–	–	–	1
Miscellaneous. - - - -					
GREAT WESTERN RAILWAY:					
Fracture of tyre of driving wheel of engine on 23d December, by which a girl standing near a level-crossing gate was killed - - - - -	1	–	–	–	–
MONMOUTHSHIRE RAILWAY:					
Accident at a level crossing at Newport - -	–	–	–	–	1
NORTH EASTERN RAILWAY:					
Accident on 19th September from falling-in of part of Bramhope tunnel, near Leeds - - -	1	–	–	–	1
TOTAL -	2	–	–	–	2

Carriages leaving the Rails—continued.

Causes attributable to the Management.														Improper Interference by Persons not under Control of the Company.	Malicious Attempts by Persons not under the Control of the Company.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
Insufficient Supply of Means for securing Safety.							Defective Discipline.									
							Unpunctuality.									
Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication from Guard to Engine Driver.	Want of adequate Signals.	Want of Timepieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.					
–	–	–	–	1	–	–	–	–	–	–	–			–	–	–
–	–	–	–	–	–	–	–	–	–	–	1			–	–	–
–	–	–	–	–	–	–	–	–	–	–	–			–	–	–
–	–	–	–	–	–	–	–	–	–	–	1			–	–	–
–	–	–	–	1	–	–	–	–	–	–	–			–	–	–
1	1	–	–	5	–	–	–	1	1	–	2			–	1	–

through Facing Points.

–	–	–	–	–	–	–	–	–	1	–	1			–	–	–
1	–	–	–	–	–	–	–	–	1	–	1			–	–	–
–	–	–	–	–	–	–	–	–	1	–	–			–	–	–
1	–	–	–	–	–	–	–	–	3	–	2			–	–	–

Works adjacent to the Line, or by passing Trains.

–	–	–	–	–	–	–	–	–	1	–	–			–	–	–
–	–	–	–	–	–	–	–	–	1	–	–			–	–	–
–	–	–	–	–	–	–	–	–	2	–	–			–	–	–

– – – – *Miscellaneous.*

–	–	–	–	–	–	–	–	–	–	–	–			–	–	–
1	–	–	–	–	–	–	–	–	1	–	–			–	–	–
–	–	–	–	–	–	–	–	–	–	–	–			–	–	–
1	–	–	–	–	–	–	–	–	1	–	–			–	–	–

Appendix No. 2.

Table No. 2.—Accidents appertaining

Collisions on double Lines of Railway between Trains

NATURE OF ACCIDENT.	Purely accidental.	Causes arising from the Rolling Stock or the Road.			
		Neglect of		Defective Construction of	
		Machinery of Train.	Road.	Machinery of Train.	Road.
Caledonian Railway:					
Collision on 28th January, between a passenger train and a goods train	–	1	–	–	–
Chester and Holyhead Railway:					
Collision at Penmaenmawr on 10th April, between a passenger train and a goods train	–	–	–	–	–
Collision on 2d October, between a coal train and a passenger train near Chester	–	–	–	–	–
Eastern Counties:					
Collision on 30th December, between a passenger and a cattle train near Thetford	1	–	–	–	–
Great Northern Railway:					
Collision on the 19th January, between a passenger train and a coal train near the Welwyn tunnel	–	–	–	–	–
Collision on the 4th March at Biggleswade Station, between a goods train shunting, and a passenger train	–	–	–	–	–
Collision on 7th March in Stoke Tunnel, between a coal train and a ballast train	–	–	–	–	–
Collision on 16th September at Hatfield, between a passenger train and a goods train	–	–	–	–	–
Lancashire and Yorkshire Railway:					
Collision on the 21st October in the Milwood Tunnel, between a passenger train and a grain train	–	–	–	–	–
Lancashire and Yorkshire and East Lancashire Joint Railway:					
Collision on the 31st July at Sandhills, between an ordinary passenger train and an excursion train	–	–	–	–	–
London and North-western Railway:					
Collision on the 27th February at Stockport Tunnel, between a passenger train and a goods train	–	–	–	–	–
Collision on the 16th March at Birdswood siding, between a passenger train and a coal train	–	–	–	–	–
Collision on the 4th August, between Warrington and Newton, between a passenger train of Birkenhead, Lancashire, and Cheshire Junction Railway Company, and a goods train of London and North-western Railway Company	–	–	–	–	–
Collision on the 30th September at Stowe Hill Tunnel, between excursion train and coal train	–	–	–	–	–
Collision on the 1st October at King's Langley, between a goods train and a coal train	1	–	–	–	–
Collision on the 1st October at Kilburn coal wharf, between a goods train and coal train	–	–	–	–	–
Manchester, Sheffield, and Lincolnshire Railway:					
Collision on the 11th April in Clarborough Tunnel, between a coal train belonging to Great Northern Railway and a goods train belonging to the Manchester, Sheffield, and Lincolnshire Railway	–	–	–	–	–
Collision on the 5th May at Woodhouse Junction, between a passenger train and a goods train	–	–	–	–	–
Midland Railway:					
Collision on the 2d January at Churchover, between a passenger train and a goods train	–	–	–	–	–
Collision on the 15th November at Chesterfield, between a passenger train and a goods train	–	–	–	–	–
Monmouthshire Railway:					
Collision on the 11th July on Newport and Pontypool Railway, between a passenger train and a goods train	–	–	–	–	–

Appendix No. 2.

TO THE MANAGEMENT.

following each other on the same Line of Rails.

Causes attributable to the Management.													
Insufficient Supply of Means for securing Safety.							Defective Discipline.						
							Unpunctuality.						
Insufficient accommodation for the Requirements of the Traffic.	Insufficient establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication from Guard to Engine Driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Improper interference by Persons not under control of Company.	Malicious Attempts by Persons not under the control of the Company.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
–	1	1	–	1	–	–	–	–	1	–	–	–	–	1
–	–	–	–	–	1	–	–	1	1	–	–	–	–	–
–	–	1	–	–	–		–	–	1	1	1	–	–	1
–	–	–	–	–	–	–	–	–	1	1	1	–	–	1
–	–	–	–	–	–	–	–	1	1	–	1	–	–	–
–	–	–	–	–	1	–	–	–	1	–	–	–	–	–
–	–	–	–	–	–	–	–	–	1	1	–	–	–	1
–	–	–	–	–	–	–	–	1	–	–	1	–	–	1
–	–	–	–	–	–	–	–	–	–	1	–	–	–	1
–	–	–	–	–	1	–	–	–	1	–	–	–	–	1
–	–	–	–	–	1	1	1	–	–	–	1	–	–	–
1	1	1	–	–	–	–	–	–	1	1	1	–	–	1
–	–	–	–	–	–	–	–	1	1	1	1	–	–	1
–	–	–	–	–	–	–	–	1	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	–	–	1	–	–	1
–	–	1	–	–	1	–	–	–	–	1	1	–	–	1
1	–	–	–	–	1	1	–	–	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	–	1	–	–	–	1
–	–	–	–	–	–	–	–	1	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	1	–	1	–	–	1

Appendix No. 2.—Table No. 2.—Collisions on double Lines of Railway between

NATURE OF ACCIDENT.	Purely accidental.	Causes arising from the Rolliing Stock or the Road.			
		Neglect of		Defective Construction of	
		Machinery of Train.	Road.	Machinery of Train.	Road.
NORTH BRITISH RAILWAY:					
Collision on the 25th November, at Linton Station, between the express train and a goods train	–	–	–	1	–
Collision on the 27th November, near Reston, between an express train and meat train	–	–	–	1	–
Collision on the 7th December, in Calton Tunnel, between a goods and passenger train	–	–	–	1	–
NORTH-EASTERN (YORK, NEWCASTLE, AND BERWICK) RAILWAY:					
Collision on 3d February, near Brockley Whimms, between a passenger train and a coal train	–	–	–	–	–
NORTH LONDON RAILWAY:					
Collision on the 14th August, between a passenger train and a goods train	–	–	–	–	–
SHROPSHIRE UNION RAILWAY:					
Collision on the 23d October, at Newport, between a passenger train and a goods train	–	1	–	–	–
SOUTH STAFFORDSHIRE RAILWAY:					
Collision on the 29th September, near Wednesbury, between a passenger train and a goods train	–	–	–	–	–
Collision on 23d December between two goods trains, near Walsall	–	–	–	–	–
TOTAL	2	2	–	3	–

Collisions at

LANCASHIRE AND YORKSHIRE RAILWAY:					
Collision on 6th March, at Ince Hall Colliery Branch Junction, between a passenger train and a coal engine	–	–	–	–	–
MIDLAND RAILWAY:					
Collision on 25th November, at Knighton North Junction, between a goods' train and a passenger train	–	–	–	–	–
NORTH-EASTERN (YORK, NEWCASTLE, AND BERWICK) RAILWAY:					
Collision on 14th January, at Junction of Knaresborough Branch, between the express train and a coal train	–	–	–	–	–
NORTH UNION RAILWAY:					
Collision on 7th January, at Springsbank Junction, between a mail train and a coal train	–	–	–	–	–
ST. HELEN'S RAILWAY:					
Collision on 2d January, at Sutton Station, between a passenger train and a coal train	–	–	–	–	–
TOTAL	–	–	–	–	–

Collisions at

EASTERN COUNTIES RAILWAY:					
Collision at Stratford, on the 19th January, between a passenger train and a goods train	–	–	–	–	–
Collision on the 25th September between two passenger trains at Witham	–	–	–	–	–
GREAT NORTHERN RAILWAY:					
15th July.—Accident to train at Newark from having been run back with too great an impetus while shunting	1	–	–	–	–
GREAT WESTERN RAILWAY (SHREWSBURY AND CHESTER SECTION):					
Collision on 16th September between a goods train and some waggons at Chirk Station	–	–	–	–	1

Trains following each other on the same Line of Rails—*continued.*

Causes attributable to the Management.														
Insufficient Supply of Means for securing Safety.							Defective Discipline.					Improper Interference by Persons not under Control of Company.	Malicious Attempts by Persons not under the control of the Company.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication from Guard to Engine Driver.	Want of adequate Signals.	Want of Time-pieces.	Unpunctuality.		Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.			
							Accidental.	Defective or inadequately enforced System.						
–	1	–	–	1	–	–	–	1	1	–	1	–	–	1
–	–	–	–	1	–	–	–	–	–	–	1	–	–	1
–	–	1	–	–	–	–	–	–	1	1	–	–	–	1
–	1	–	–	–	1	–	–	–	1	1	1	–	–	–
–	–	1	–	–	–	–	–	–	1	–	1	–	–	1
–	–	–	–	–	–	–	–	1	–	–	1	–	–	1
–	–	–	–	–	–	–	–	1	1	1	1	–	–	1
1	1	–	–	–	1	–	–	–	1	1	1	–	–	1
3	5	6	–	3	8	2	1	9	21	13	20	–	–	21

Junctions.

–	1	–	–	–	1	1	–	–	–	–	1	–	–	–
–	–	–	–	–	1	–	–	1	1	–	1	–	–	–
–	1	–	–	–	1	1	1	–	–	–	1	–	–	–
–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
1	1	–	–	–	–	1	–	–	–	–	1	–	–	–
1	4	–	–	–	3	3	1	1	1	–	4	–	–	–

Stations or Sidings.

1	–	–	–	–	–	–	–	–	1	–	–	–	–	1
–	–	–	–	–	1	–	–	–	1	–	–	–	–	–
–	–	–	–	–	–	–	–	–	1	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	–	–

Appendix No. 2.—Table No. 2.—Collisions at

NATURE OF ACCIDENT.	Purely accidental.	Causes arising from the Rolling Stock or the Road.			
		Neglect of		Defective Construction of	
		Machinery of Train.	Road.	Machinery of Train.	Road.
LANCASHIRE AND YORKSHIRE:					
Collision on 13th December at Pemberton between an express passenger train and a goods train - -	–	–	–	–	–
LONDON, BRIGHTON, AND SOUTH COAST RAILWAY:					
Collision on 21st August at Croydon between an excursion train of South-eastern Railway Company and a ballast engine belonging to London, Brighton, and South Coast Railway Company - - - - - -	–	–	–	–	–
LONDON AND NORTH-WESTERN RAILWAY:					
Collision on the 9th August betwen an up and a down goods train at Longwood Station - - - - -	–	–	–	–	–
Collision on 28th October at Tring between the engine of a cattle train and an express train - - - - -	–	–	–	–	1
LONDON AND SOUTH-WESTERN RAILWAY:					
Collision on 22d February at Hounslow Station from the train having been run in with too great an impetus -	–	–	–	–	–
MIDLAND RAILWAY:					
Collision on 10th January between a passenger train and some ballast trucks at a siding near Frocester - -	–	–	–	–	–
Collision on 3d October near Derby between a mail train and a coal waggon - - - - - -	–	–	–	–	–
Collision on 22d November at Kegworth between a passenger train and some waggons - - -	–	–	–	–	–
NORTH UNION RAILWAY:					
Collision on 3d February at Leyland Station between a goods train and two coal trains - - - - -	–	–	–	–	–
SOUTH STAFFORDSHIRE RAILWAY:					
Collision on 8th December between a passenger train and some waggons in a siding at Bescot - - - -	–	–	–	–	1
TOTAL - -	1	–	–	–	3

Collisions between Trains meeting in opposite Directions on Single

EASTERN COUNTIES RAILWAY:					
Collision on the 5th of January between a passenger train and a train with workmen between Thetford and Harling - - - - - - - - - - -	–	–	–	–	–
GREAT NORTH OF SCOTLAND:					
Collision on the 23d September at Kittybrewster - -	–	–	–	–	–
LONDONDERRY AND ENNISKILLEN:					
Collision on 30th March between the mail train and a pilot engine - - - - - - - -	1	–	–	–	–
SOUTH STAFFORDSHIRE RAILWAY:					
Collision on 29th October on portion of line over which up and down traffic is worked, near Dudley Station -	–	–	–	–	–
TOTAL - -	1	–	–	–	–

Appertaining to

GREAT WESTERN RAILWAY (SHREWSBURY AND BIRMINGHAM SECTION):					
Accident from moving goods waggon at Shrewsbury Station - - - - - - - - - - -	–	–	–	–	–

Stations or Sidings—*continued.*

Causes attributable to the Management.														
Insufficient Supply of Means for securing Safety.							Defective Discipline.							
							Unpunctuality.							
Insufficient Accommodation for the Requirements of the Traffic.	Insufficient Establishment.	Want of Engine Power.	Want of Breaks.	Want of Communication from a Guard to Engine Driver.	Want of adequate Signals.	Want of Time-pieces.	Accidental.	Defective or inadequately enforced System.	Insufficient or inadequately enforced Regulations.	Defective System for securing Intervals between Trains.	Negligence of Servants.	Improper Interference by Persons not under Control of Company.	Malicious Attempts by Persons not under the control of the Company.	Cases in which the Accident would not have occurred had the Line been worked by the Electric Telegraph.
1	1	–	–	–	1	–	–	–	1	1	–	–	–	1
1	–	–	1	–	1	–	–	–	1	–	1	–	–	1
1	–	–	1	–	–	–	–	1	–	1	1	–	–	–
–	–	–	–	–	–	–	–	–	–	–	1	–	–	–
–	–	–	–	–	–	–	–	–	1	–	1	–	–	–
–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
1	–	–	–	–	–	–	–	–	1	–	1	–	–	–
1	–	–	–	–	–	–	–	–	–	–	1	–	–	–
–	1	–	–	–	1	–	–	–	1	–	–	–	–	–
1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
7	3	–	2	–	4	–	–	1	8	2	6	1	–	3

Lines or on Lines over which the Traffic in both directions is worked.

–	–	–	–	–	–	–	–	–	1	–	–	–	–	–
–	–	–	–	–	–	–	–	–	1	–	1	–	–	–
–	–	–	–	–	–	–	–	–	1	–	–	–	–	–
–	–	–	–	–	1	–	–	–	1	–	1	–	–	–
–	–	–	–	–	1	–	–	–	4	–	2	–	–	–

Management.

–	–	–	–	–	–	–	–	–	–	–	–	1	–	–

Appendix No. 3.

TABLE 1.—ACCIDENTS to SERVANTS of COMPANIES or of CONTRACTORS from Causes beyond their own Control, and from Want of Caution or Misconduct on their part.

	Half Year ended 30th June 1854.		Half Year ended December 1854.		Total for the Year.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
From Causes beyond their own Control:						
By Collisions	7	7	8	18	15	25
„ Trains or engines having left the rails	1	3	1	8	2	11
„ Trains having run into sidings or off their proper line through the points having been wrong	–	2	3	2	3	4
„ Axles or machinery of engines, or axles or wheels of carriages, or of goods waggons having broken	–	1	1	–	1	1
„ Crushed between buffers while properly performing their duty	1	2	–	1	1	3
„ Run over while properly performing their duty	10	4	7	8	17	12
	19	19	20	37	39	56
From want of Caution or Misconduct, viz.:						
By Collisions	Nil.	–	–	–	–	–
„ Crushed between buffers, or run over while coupling or uncoupling carriages or waggons, or in shunting trains	12	8	12	4	24	12
„ Run over while crossing railway	11	2	11	–	22	2
„ While incautiously working on the line (principally platelayers)	9	2	7	3	16	5
„ Attempting to get upon or off engines or carriages in motion, or (2* instances) leaning over and coming in contact with other trains or walls	*4	8	7	4	11	12
	36	20	37	11	73	31
Total to Servants	55	39	57	48	112	87

TABLE 2.—Containing a further ANALYSIS of the ACCIDENTS to SERVANTS of COMPANIES or of CONTRACTORS from Causes beyond their own Control.

	YEAR ended 31st December 1854.																			
	Engine Drivers		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
By Collisions	5	5	4	3	.	14	.	.	.	.	.	.	1	.	5	3	.	.	15	25
„ Trains or engines leaving the rails	1	4	1	4	.	1	.	.	.	.	.	1	.	.	.	.	.	1 (a)	2	11
„ Trains running into sidings or off their proper line through points being wrong	1	.	1	1	.	.	.	.	.	1	.	.	.	.	1	2	.	.	3	4
„ Axles, &c. breaking	.	.	1	.	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	1
„ Run over or crushed between buffers while coupling or uncoupling carriages or waggons	1	.	1	.	1	2	.	4	.	.	.	.	.	.	.	.	1 (b)	.	4	6
„ Run over while shunting trains	.	.	.	.	.	1	3	.	.	.	.	1	.	.	.	.	.	.	3	2
„ Run over or struck while properly performing other duties	1	1	1	2	2	.	.	2	.	.	2	.	.	.	4	2	1 (c)	.	11	7
Total	9	10	9	10	3	19	3	6	.	1	2	2	1	.	10	7	2	1	39	56

(a) Not specified. (b) Engine-cleaner. (c) Engine-fitter.

Appendix No. 4.

Railway Department, Board of Trade,
Whitehall, July 22d, 1854.

Sir,

In consequence of a recent accident, the attention of the Lords of the Committee of Privy Council for Trade has been again directed to the subject of affording a communication between the guards and engine drivers of trains.

In March 1853, the Committee of the Clearing House reported to their Lordships that it was the then intention of railway companies immediately to adopt a means of communication, and the Select Committee of the House of Commons on Railway and Canal Bills reported to the House the following resolution:

"That provision should be made for enforcing the means of constant communication between all the servants to whom the safety of the passengers in any train is intrusted."

My Lords are desirous of learning what steps have been taken by railway companies to effect this important object, and they have therefore directed me to request you to inform them whether any, and if so, what mode of communication between the guards and engine drivers of trains has been adopted by the Directors of the Railway Company.

I am, &c.
(Signed) Douglas Galton.
Captain Royal Engineers.

The Secretaries of—
The London and North-western Railway Company.
London Brighton and South Coast.
London and South-western.
Eastern Counties.
Great Northern.
Midland.
Great Western.
York, Newcastle, and Berwick.
Lancashire and Yorkshire.
Manchester, Sheffield, and Lincolnshire.

Railway Department, Board of Trade,
Whitehall, 5th August 1854.

Sir,

In March 1853, the Committee of the Clearing House reported to their Lordships that it was the then intention of the Railway Companies, in connexion with that institution, immediately to adopt a means of communication between the driver of the engine and the other servants employed in the conduct of a train, and the Select Committee of the House of Commons on Railway and Canal Bills reported to the House the following resolution:

"That provision should be made for enforcing the means of constant communication between all the servants to whom the safety of the passengers in any train is intrusted."

My Lords are desirous of recalling the attention of the directors of the several railway companies to this important subject, in the hope that such measures may be adopted as are calculated to bring this improvement into general use in the most convenient manner, and they direct me to point out how serious a responsibility will be incurred by them should any accident happen in consequence of their neglect to establish this mode of affording increased security.

I am, &c.
(Signed) Douglas Galton,
Captain R. E.

The Secretaries of
Eighty-seven Railway Companies.

Abstract of Replies from Railway Companies to Circulars of 22d July and 5th August 1854, respecting Means to be adopted for effecting a Communication between Guards and Engine Drivers.

Name of Company.	Substance of Reply.
Aberdeen - - -	States that the directors are making inquiries to ascertain the most efficient mode of effecting the object.
Belfast and Ballymena -	States that every carriage is provided with steps, or foot boards, and handles, to allow the guard to pass from one end of the train to the other end.
Birkenhead, Lancashire, and Cheshire Junction.	States that the Company is prepared to adopt such method of communication as the neighbouring railway companies adopt.

Name of Company.	Substance of Reply.
Bristol and Exeter - - -	States that the communication is effected by means of a rope, one end of which is attached to the deep-toned or break-whistle on the engine, and is thence carried over the roofs of the carriages to the guard's compartment, or such other part of the train as is necessary.
Caledonian - - -	States that the directors are prepared to adopt any plan worthy of general adoption, but that the plan recommended by Clearing House Committee, not meeting with the approbation of the companies, has not been adopted.
Chester and Holyhead -	States that the rolling stock employed in working the line is the property of the London and North-western Railway Company, and that any means of communication adopted by that company will no doubt be extended to this line.
Cockermouth and Workington	States that in consequence of the peculiar manner in which the traffic is worked in order to accommodate the district, viz. by attaching and detaching merchandize waggons to passenger trains during their journey, it is impossible to effect a communication between the guard and engine driver by means of machinery.
Cork and Bandon - -	Acknowledges circular.
Dundalk and Enniskillen -	States that the company will act in conformity with the companies whose lines run in conjunction with theirs.
Dublin and Drogheda - -	Acknowledges circular.
Dundee, Perth, and Aberdeen Railway Junction.	States that the company are willing to adopt any effective scheme, but that, as the apparatus recommended by the Clearing House has been found useless, they are desirous that my Lords should consider the whole matter.
East Lancashire - - -	Acknowledges circular of 5th August.
Eastern Counties - - -	Acknowledges circular of 22d July.
Edingburgh and Glasgow -	Acknowledges circular of 5th August.
Edinburgh, Perth, and Dundee	Acknowledges circular of 5th August.
Glasgow and South-western -	States that the manager has been instructed to direct his attention to the subject, and to adopt such precautionary signals for the conduct of the traffic on the line as has been found to work satisfactorily upon any other line of railway.
Great Northern - -	States that a communication is effected by means of a bell and rope.
Great Western - - -	States the company have adopted the practice of appointing a travelling porter, whose sole duty it is to look back and watch the train whilst in motion. The porter sits upon an elevated seat on the tender, from which he can instantly communicate with the engine driver as occasion may require, the guards and passengers being able to attract his attention by making to him a signal from the windows.
Irish South Eastern - -	Acknowledges circular of 5th August.
Lancaster and Carlisle -	States that as this line forms the intermediate link in the communication between Lancashire and West Yorkshire at one end, and Scotland at the other, a uniformity of system with the other companies whose carriages run over their line is necessary; but that as soon as the other companies are in a position to affix apparatus to their carriages the Lancaster and Carlisle Railway will be ready to commence.
Lancashire and Yorkshire -	States that the communication is effected by means of a bell and a rope.
Liverpool, Crosby, and Southport.	States that as this line is worked by the Lancashire and Yorkshire Railway with their engines and carriages under a mileage contract, and as this company are bound to furnish all apurtenances, they should also find the means of communication referred to.
London, Brighton, and South Coast.	States that the communication is effected by means of a bell and a rope. (Plan enclosed.)

Name of Company.	Substance of Reply.
London and Blackwall -	Acknowledges circular of 5th August.
London and North Western -	States that directors have ordered the adoption of Professor Glükman's invention for effecting a communication between guards and engine drivers.
London and South Western -	States, in reply to communication of 22d July, that a means of communication is effected by attaching to the handle of the engine whistle a suitable chain, which is connected with a cord running through a small tube attached to each carriage, and is easily linked or otherwise when required by means of spring hooks. The tube and cord are placed under the carriage, and each vehicle has its proper length always attached to it. The guard is able to communicate with driver by pulling the cord, which is placed within his reach by an extra length attached to the inside of his van.
Manchester, Sheffield, and Lincolnshire.	States, in reply to communication of 22d July, that the apparatus suggested by the Clearing House Committee was adopted, but found so inefficient that it has been discontinued, but that the subject is under the consideration of the directors.
Manchester, South Junction, and Altrincham.	States that the means adopted under the recommendation of Clearing House Committee having failed several other plans are in course of trial, and upon a successful mode being discovered the company will immediately adopt it.
Midland - - - -	States, in reply to communication of 22d July, that directors have given instructions that a communication by means of a rope should be applied to all passenger trains on two portions of the line, with a view to a further extension of the system if found successful.
Monkland - - - -	States that, as trains consist only of two carriages in general, no difficulty is experienced by the guard in communicating with the driver, but that should the other great Railway Companies whose lines are adjacent adopt any effective mode the company will do so likewise.
Monmouthshire - - -	States that directions have been given that the means adopted on the Bristol and Exeter and on the London and South Western Railways, by pulling a cord attached to the steam whistle of the engine, should be at once adopted.
Newcastle and Carlisle -	Acknowledges circular.
North British -	Acknowledges circular.
North Eastern - - -	Acknowledges circular of 5th August addressed to Leeds Northern Railway Company.
,, - -	Ditto, York and North Midland Railway Company.
,, - -	States in reply to communication to York, Newcastle, and Berwick Railway Company of 22d July, that the recommendation of the Clearing House Committee for effecting a communication by means of a bell attached to a rope carried along the side of the carriages to the guard's van has been adopted, but that as other railway companies carriages frequently form a portion of the trains on this company's line this system cannot be thoroughly carried into effect, and adds that this company are willing to adopt any effective plan adopted by the other companies in connexion with this line.
North Staffordshire - -	States difficulty of adopting any partial system as the interchange of carriages belonging to different companies is so general, but that whatever method is adopted by the London and North-western Railway Company will at the same time be put in practice by this company.
North Western - -	States that the line is worked by the Midland Railway Company, and that whatever arrangement that company make for their own line will apply equally to the North Western.

Name of Company.	Substance of Reply.
Scottish Central - -	Acknowledges receipt of circular, and states that it will receive the fullest attention of the directors.
Shrewsbury and Chester -	Acknowledges circular.
Shropshire Union - -	Acknowledges circular.
South Staffordshire - -	States that the company will put themselves in communication with the Committee of Railway Clearing House on the subject.
South Wales - - -	Acknowledges circulars.
Vale of Neath - - -	Acknowledges circulars.
Waterford and Kilkenny -	Requesting to be informed of the plan recommended by my Lords for effecting a communication.
Waterford and Limerick -	Acknowledges circulars.
West Cornwall - - -	States that an arrangement is in force by which the guard can traverse the train in safety, and that the company believe this mode to be efficacious, but request to be informed if my Lords prefer any particular mode of communication.

Appendix No. 5.

(Circular.)

Railway Department Board of Trade,
Whitehall, 12th August 1854.

Sir,

The Lords of the Committee of Privy Council for Trade are desirous of calling the attention of railway companies to a system of working the trains which is in use on some railways to a limited extent, and which promises to afford security from accidents occasioned by collision between trains following each other upon the same line of rails.

This class of accident has been hitherto very numerous as compared with other classes. In 1853, the total number of accidents to trains reported to this department was 103, of which 30 occurred to trains following each other upon the same line of rails; and, in the six months ended 30th June in the present year, the total number of accidents to trains which came under the cognizance of this department amounted to 47, of which 13 occurred by collision between trains following each other upon the same line of rails.

The system under which trains are ordinarily worked is, that trains should not be allowed to approach each other within a certain interval of space; and, to effect this object, signals are exhibited during a certain time after the passage of a train, and no succeeding train is allowed to follow until such interval has elapsed.

Experience however shows that this mode of endeavouring to secure a certain interval of space between succeeding trains will occasionally fail, in cases where the speed of the respective trains varies, or where accidents occur to the machinery of trains, and when from any cause a train becomes stationary on a part of the line away from stations its safety from a collision with a succeeding train is dependent upon the chance of such succeeding train being at such a distance as to allow time for the guard to run back with a signal.

With the view of effectually securing that an interval of space shall under all circumstances be at all times maintained between trains following each other upon a line of railway, the South-eastern Railway Company have, on portions of their railway, placed electric telegraphic stations at intervals along the line, and no train is allowed to pass one of these stations, and to move upon the line between it and the next station, until a notification has been received from the next station that the preceding train has passed off that portion of line.

On portions of the line where the trains are numerous, and the intervals between them are necessarily very short, these stations have been placed at little more than a mile apart, but upon parts of the line where the number of trains is more limited the distance between the ordinary passenger stations has not been found too great an interval.

Into the detailed arrangements my Lords purposely abstain from entering; they would however add, that in order that the system should be effectual, it is necessary that a telegraphic wire be exclusively reserved for this service, and that the instruments used should be simple, and should exhibit the signals with sufficient clearness for the signalling to be carried on by a person of ordinary intelligence.

My Lords are aware that, from considerations of expense or otherwise, this system has not been generally adopted; yet, in parts where a single line only has been laid, or where peculiar difficulties exist in the working or in tunnels, directors of railway companies have resorted to it with the most beneficial results.

My Lords are therefore desirous that the subject should receive the careful consideration of the directors of the different companies, in the hope that that consideration may lead to the more general adoption of a plan which experience seems to have proved to be so well calculated to diminish the risk of danger.

I have the honor to be,
Sir,
Your most obedient servant,
(Signed) Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Railway Company.

Abstract of Replies from Companies to Circular of 12th August, respecting the Regulation of Traffic on Railways by means of the Electric Telegraph.

Name of Company.	Substance of Reply.
Aberdeen - - -	Admits the desirability of adopting the electric telegraph as a means of signalling trains, but states that as the traffic on the line is so light, a modification of the proposed plan would meet the requirements of the case, also states that subject will receive due attention of directors.
Belfast and Ballymena -	States that the electric telegraph is now being fixed on the line.
Birkenhead, Lancashire, and Cheshire Junction.	Acknowledges receipt of circular.
Bristol and Exeter - -	States that the communication will be laid before directors, who will not allow a regard to expense to deter them from any precautionary measure calculated to preclude or even diminish the risk of accidents.
Caledonian - -	States that a system of telegraphic communication is in course of formation upon the line.
Cork and Bandon - -	Acknowledges receipt of circular.
Cockermouth and Workington	States that the company run five trains each way daily, and the only time allowed at the junction end of the line by three of the trains is to turn the engine and attach it to the other end of the train; that the train generally consists of two carriages and a van, and that on market days and on Sundays it consists of five or six carriages; that the mineral traffic is confined to one half of the line, and is worked by one engine; and their time of running is so arranged that the trains pass each other in the intervals between the running of the passenger trains; and that no accident has occurred on line for the last seven years which the apparatus as suggested in its most perfect state of efficiency could have prevented.
Dublin and Drogheda -	Acknowledges circular.
Dundalk and Enniskillen -	States that at present no such arrangement is requisite on the line, as none of the trains follow except at long intervals, but that due attention will be given to their Lordships suggestion when any alteration is made.
Dundee and Arbroath -	Acknowledges circular.
Eastern Counties - -	Ditto.
East Lancashire - -	Ditto.
Edinburgh and Glasgow -	Ditto.
Edinburgh, Perth, and Dundee	Ditto.
Forth and Clyde Junction -	Ditto.
Great Northern - -	States that a system of electric telegraphic signalling has for some time past been in operation on this railway between King's Cross and Hatfield, as well as through all tunnels, and at all the points of the line appearing to require it.
Great Southern and Western	Acknowledges circular.
Irish South Eastern -	Ditto.
Lancaster and Carlisle -	Ditto.
Lancashire and Yorkshire -	Ditto.
Liverpool, Crosby, and Southport.	Ditto.

Name of Company.	Substance of Reply.
London, Brighton, and South Coast.	Acknowledges circular.
London and North Western	States that company have had under their consideration a report from Captain Huish on the division of the line into lengths, to be worked in the manner pointed out in the circulars, and that arrangements are being made for laying down two wires between London and Rugby.
London and South Western	Acknowledges circular.
Manchester, Sheffield, and Lincolnshire	Ditto.
Manchester and Southport	Ditto.
Midland	Ditto.
Monmouthshire	States that the subject is under the consideration of the company.
Newcastle and Carlisle	Acknowledges circular.
North British	States that a system of regulating trains by means of electric telegraph has for some time been in operation on the first three miles of the line out of Edinburgh.
North Eastern	States that a system has been in operation for a considerable time, but that the attention of directors has been called to the more elaborate scheme of the South-eastern Railway Company, and it has been partially adopted, and that the system will be extended as far as circumstances and experience warrant.
Northern and Eastern	States that their line is entirely under the control of Eastern Counties Railway Company.
North Staffordshire	States that the system has been in operation since the opening of line, and that the company have determined to extend it to every station on the line.
Peebles	Acknowledges circular.
St. George's Harbour and Railway Company	Ditto.
Scottish Central	States that the subject would meet with the fullest attention of the directors.
Scottish Midland Junction	States that the electric telegraph is about to be erected along the line.
Shrewsbury and Chester	Acknowledges circular.
South Devon	States that the system has been in operation since the opening of the line.
South Staffordshire	States that the suggestions will receive every consideration, and that the Dudley incline is already worked by electric telegraph in the manner proposed.
South Wales	Acknowledges circular.
Stockton and Darlington	States that the attention of the traffic managers has been directed to the subject with a view to their reporting how far the recommendations contained in the circular might be adopted in conducting the traffic on the line.
Vale of Neath	Acknowledges circular.
Waterford and Limerick	Ditto.

320

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RETURN

OF THE

NUMBER and NATURE of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS in GREAT BRITAIN and IRELAND, from the 1st July to the 31st of December 1854.

(*In continuation of the Return of Accidents for the preceding Half-year presented in the first Session of* 1854.)

Presented to both Houses of Parliament by Command of Her Majesty,
9th February 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

[1883]

ENGLAND AND WALES - - - - - - - - - 3
SCOTLAND - - - - - - - - - - - - 12
IRELAND - - - - - - - - - - - 14

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS in *Great Britain* and *Ireland* respectively, from the 1st of July to the 31st of December 1854. (In continuation of the Return of Accidents for the preceding Half-year, presented in the First Session of 1854.)

ENGLAND AND WALES.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
	Ambergate, Nottingham, and Boston and Eastern Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Birkenhead, Lancashire, and Cheshire Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
19 August	Blyth and Tyne -	–	–	–	–	1	–	–	–	–	–	–	–	- - George Percy, engine cleaner, slipped while uncoupling two engines in a shed, and was run over and killed by one of them.
22 August	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	- - William Charlton, switchman, slipped while holding switches to let a train of waggons pass, and was run over and killed.
16 August	Bristol and Exeter (including Exeter and Crediton).	–	1	–	–	–	–	–	–	–	–	–	–	- - Passenger train ran into a siding at Weston, in consequence of the switchman neglecting to turn the points, and came into collision with some trucks. One passenger slightly injured in the shoulder.
	Chester and Holyhead	–	–	–	–	1	–	–	–	–	–	–	–	- - Richard Hughes, porter, fell while shunting goods waggons at the Mold Junction, and was run over and killed.
26 August	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - W. Kinnear, breaksman, killed in attempting to pass between waggons in motion at the Rhyl station.
2 October	- ditto - -	–	2	–	–	–	–	–	–	–	–	–	–	- - Passenger train from Holyhead overtook and ran into a portion of a coal train which had been unable to move up a rising gradient about two miles from Chester. Two passengers injured. The coal train had been divided, the engine proceeding to Chester with the first part; and the accident is attributed to the neglect of the policeman in not going back far enough to warn the driver of the following passenger train.
29 Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - John Jones, porter, incautiously standing on the buffer of a goods waggon while the train was being shunted, fell off, and was run over and killed.
11 Dec. -	Cockermouth and Workington.	–	–	–	–	–	–	–	–	–	–	1	–	- - John Armstrong, run over and killed while trespassing on the line in a state of intoxication.
	Dowlais - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	East Anglian -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
16 July -	Eastern Counties -	–	–	–	–	–	–	–	–	1	1	–	–	- - John Bedford killed and Edward Chandler (both boys) injured, while attempting to cross the line at the cowbridge occupation crossing near the Barking Road station.
9 August	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - Trespasser, (a woman,) run over and killed near the Black Bank station.
17 August	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	- - John Hewitt, passenger, leaping from a train in motion near Brundall, fell, and was run over and killed.
30 August	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	- - — Bartlett, passenger, attempting to alight from a train in motion at the Lea Bridge station, fell and injured his back.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
18 Sept.	Eastern Counties—*cont.*	–	–	–	–	–	–	1	–	–	–	–	–	– W. Wickham, fireman, killed in attempting to alight from an engine in motion.
25 Sept.	- ditto - -	–	2	–	–	–	–	–	–	–	–	–	–	– The 6.45 A.M. passenger train from Colchester ran into the 6.55 train from Maldon at the Witham station, causing injuries to two passengers.
17 October	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	– — Cox, goods guard, jumped from a train in motion, and broke his arm.
23 Nov.	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Daniel Clift, company's servant, run over and killed while incautiously attempting to cross the line at Stratford in front of an approaching express train.
18 Dec.	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	– John Goat, run over and killed while trespassing on the line near the Ely station.
18 Dec.	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	1	– William Paine, run over and killed, and another person, (name unknown,) injured while trespassing on the North Woolwich line in a state of intoxication.
30 Dec.	- - -	1	2	–	–	1	1	–	–	–	–	–	–	– Collision at Two-mile Bottom, by a special cattle train overtaking and running into the up night mail train, which was brought to a stand in consequence of one of the connecting rods of the engine breaking. John Barton, the mail train driver, (who was under his engine attending to the broken rod,) and Mr. Meager, a passenger, killed, and Cornell, a goods guard, and the Rev. Mr. Hepworth, and Mr. Bicknell, passengers, injured.
29 Dec.	- - -	–	–	–	–	–	–	–	1	–	–	–	–	– Charles Firman, platelayer, attempting to get upon an engine in motion at Lowestoft, fell, and was run over. Leg injured, and since amputated.
	Eastern Union -	–	–	–	–	–	–	–	–	–	–	–	–	*See* Eastern Counties.
17 October	East Lancashire -	–	–	–	–	–	–	–	–	–	–	1	–	– Alexander Suter, knocked down and killed by the engine of a passenger train while trespassing.
30 October	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	– John Richardson, run over and killed while trespassing.
14 Dec.	- ditto - -	–	–	–	–	–	2	–	–	–	–	–	–	– Engine of a passenger train thrown off the rails near Clifton Junction, by coming in contact with the roof of a covered goods waggon in a passing train, which was blown off by a high wind on to the rails in front of the passenger train. Martin Wood, engine driver, and John Lowe, fireman, bruised. No passengers injured.
	East Lincolnshire -	–	–	–	–	–	–	–	–	–	–	–	–	*See* Great Northern.
	East Suffolk - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Exeter and Crediton -	–	–	–	–	–	–	–	–	–	–	–	–	*See* Bristol and Exeter.
	Furness - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Gloucester and Dean Forest.	–	–	–	–	–	–	–	–	–	–	–	–	*See* Great Western.
14 July -	Great Northern -	–	–	–	–	–	–	–	–	–	–	–	1	– Mrs. Gosling, trespasser, walking on the line near the 3d gatehouse north of Boston, struck by a train, but not seriously injured.
15 July -	- ditto - -	–	2	–	–	–	–	–	–	–	–	–	–	– While a parliamentary train was shunting into a siding at Newark, the coupling of the engine broke, and the train, running back, broke the stops at the end of the siding, throwing a third-class carriage and break van off the line, and injuring two passengers.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
20 July -	Great Northern—*cont.*	–	–	–	–	–	–	–	–	–	–	–	–	– Tire of engine-wheel of an express train came off near Barnet. No personal injury sustained.
21 July -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	–	Axle of a mineral waggon broke.
7 Aug. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	– W. Everard, porter, attempting to get upon an engine in motion, had his foot crushed by the wheels.
7 Aug. -	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	– John Swinson (Irish labourer), passenger by a mixed express train, jumped from the train while it was passing the Littleworth Station, and was killed.
15 Aug. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	– — Allum, run over and killed while crossing the line at a road-crossing near Essendine.
27 Aug. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Ann Caroline, a female labourer, employed in breaking ballast on the Leeds, Bradford and Halifax line, (worked jointly by the "Great Northern" and "Lancashire and Yorkshire" Railway Companies,) run over and killed by one train while she was looking at another.
7 Sep. -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	– J. Wilson, foreman-porter, had his foot crushed in attempting to get upon an engine in motion at Kings Cross station.
8 Sep. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Thomas Howe, engine driver, run over and killed while incautiously crossing the line at the Doncaster station.
16 Sep. -	- ditto - -	–	7	–	–	–	–	–	–	–	–	–	–	– A goods train overtook and came into slight collision with a passenger train near Hatfield, the latter having been stopped in consequence of the engine of a cattle train having broken down. Seven passengers were slightly injured.
28 Sep. -	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	– — Cash, a second-class passenger, attempting to leave the train before it had stopped, fell under the wheels, and was killed.
11 Nov. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	– Mrs. Shearmouth, passenger, attempting to alight from a train in motion at the Rauskill station, fell between the carriage and the platform and had her leg run over and broken.
20 Nov. -	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	– Henry James, second-class passenger, killed in attempting to leave a train in motion at the Hornsey station.
5 Aug. -	Great Western -	–	–	–	–	–	–	–	–	–	–	1	–	– W. Stafford, sixty-six years old, run over and killed while crossing the line near the Brinscomb station.
13 Dec. -	- ditto - -	–	–	–	–	1	1	–	–	–	–	–	–	– Train, through neglect of switchman, ran past a siding where it was to stop, and continuing its course on the main line, caused the death of one boy employed upon the railway, and injuries to another.
23 Dec. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	– Tire of the driving wheel of an engine attached to a passenger train flew off while passing the Swan village station, near West Bromwich, and killed a girl, Elizabeth Gammon, who was about to cross the line at a level crossing.
	Hull and Holderness	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Aug. -	Kendall and Windermere.	–	–	–	–	–	–	–	–	–	–	1	–	– A Butcher, named Mark, attempting to put a sheep into a cattle truck whilst the train was in motion, was run over and killed.
7 Aug. -	Lancashire and Yorkshire.	–	–	–	–	–	–	–	–	–	–	–	1	– Thomas Hampson, trespasser, run over and injured near the Kirkby station.
21 Oct. -	- ditto - -	–	3	–	–	–	2	–	–	–	–	–	–	– Collision at Millwood, near Todmorden, at night, by a passenger train overtaking and running into a grain train on emerging from the Millwood tunnel. The tunnel being full of smoke, prevented the tail-lights of the grain train being seen in time to prevent the collision. Three passengers and two guards injured.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
13 Dec.	Lancashire and Yorkshire—*cont.*	–	–	–	–	1	1	–	–	–	–	–	–	– Collision at Pemberton between a passenger train and a coal owner's train, which was crossing the main line from a siding when the passenger train was due. W. Clark, fireman killed, and R. Ashcroft, engine driver, injured.
28 July	Lancashire and Yorkshire and East Lancashire Railway Companies, Liverpool and Bootle and other joint line and stations.	–	–	–	–	1	–	–	–	–	–	–	–	– Axle of the engine of a goods train broke near the Burnley station, causing the engine to run off the line, John Jackson, the fireman, leaping off, broke his leg (died afterwards).
31 July	ditto	–	5	–	–	–	–	–	–	–	–	–	–	– Collision on the joint line between Liverpool and Walton Junction by an East Lancashire passenger train running (at slow speed) against a Lancashire and Yorkshire excursion train, causing slight injuries to five passengers.
4 August	Lancaster and Carlisle.	–	–	–	–	–	–	–	–	1	–	–	–	– Child, seven years old, run over and killed at a private level crossing while driving a cow across the railway.
	Leeds, Bradford, and Halifax Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liskeard and Caradon.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Liverpool, Crosby, and Stockport.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
18 Oct.	Llanelly Railway and Dock.	–	–	–	–	–	–	–	–	–	–	–	1	– Boy, loading a cart beside the railway from a waggon near the Cross Inn station, was pushed on to the railway by the horse starting, and had both legs broken by a passing train.
	Llynvi Valley	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
13 July	London and Blackwall.	–	–	–	1	–	–	–	–	–	–	–	–	– Mrs. Briles, a passenger, attempting to alight from a train in motion at the Stepney station, fell between the carriages and the platform, and was severely injured.
17 Aug.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– Female passenger, either fell or jumped from a train in motion, and was killed.
28 Dec.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– W. Jewin, platelayer, run over and killed at night; not known how he came on the line.
	London and Greenwich.	–	–	–	–	–	–	–	–	–	–	–	–	For accidents *see* South-eastern.
27 July	London and North-western.	–	1	–	–	2	1	–	–	–	–	–	–	– The up express train, which had to travel on a portion of the down line near Coventry with a pilot engine attached, the up line being under repair, ran past the place where it should have turned into the up line, in consequence of the facing points not acting, and came into collision with some trucks. One passenger slightly injured, and the driver and fireman of the pilot engine killed; an inspector of police, who was riding on the engine, was severely injured.
9 Aug.	ditto	–	–	–	–	–	2	–	–	–	–	–	–	– Collision at the Longwood station by the down goods train running into an up goods train which was shunting across the line. Men on the engine (driver and fireman) of the down train jumped off, and were severely injured. Collision occurred principally through irregularity of trains and defective signals.
Aug.	ditto	–	2	–	–	–	–	–	–	–	–	–	–	– Collision by a Birkenhead, Lancashire, and Cheshire Junction Company's passenger train running into a London and North-western goods train on the London and North-western line between Warrington and Newton, causing injury to two passengers.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
30 Sept.	London and North-western—*cont.*	–	8	–	–	–	–	–	–	–	–	–	–	– Collision by an excursion train overtaking and running into a coal train near Stowhill tunnel, causing injuries to eight passengers.
1 Oct.	ditto	–	–	–	–	–	1	–	–	–	–	–	–	– Collision by a goods train running into a coal train, which was standing at King's Langley station. Engine-driver severely injured. Weather foggy, and proper signals not given that the coal train was standing at the station.
1 Oct.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	– Collision by a goods train overtaking and running into the rear of a coal train, which was shunting waggons at Kilburn coal wharf. No person injured.
28 Oct.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	– Collision. The 9.0 A.M. express train, while passing the siding at the Tring station, came into collision with an engine, the driver of which had been running it backward and forward in the siding while waiting to take in water, and having over-ran his distance, struck the second carriage of the express train, throwing it and the remaining carriages off the rails. The driver of the express jumped off, and was run over and killed by his own train. No passenger was hurt.
19 Dec.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Porter, crushed to death between two engines at the Bescot Junction, when incautiously riding on the step of one of them.
13 July	London and South-western	–	–	–	–	–	1	–	–	–	–	–	–	– Thomas Maynard, porter at the Kingston station, had his leg broken by a kick from a horse which he had just placed in a box.
13 July	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Charles Morris, gateman, knocked down by an engine while imprudently walking on the line, and so severely injured that death ensued a few days afterwards.
30 July	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– Trespasser, on the line near Thames Ditton, run over and had his leg fractured.
12 Aug.	ditto	–	–	–	–	–	1	–	–	–	–	–	–	– —Gwynne, fireman, caught between the wall at the Waterloo station and an engine which he was oiling, in consequence of the steam having been turned on; severely injured.
10 Sept.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	– Passenger, fractured his leg in getting out of a carriage at the Walton station before the train had stopped.
10 Oct.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– W. Clark, temporary servant of the company, severely crushed between a cattle waggon and the landing wall at the Andover station, through his own want of caution.
22 Oct.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– George Hopkins, porter at Southampton station, severely injured between carriages through his own want of caution.
13 Nov.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Charles Castle, engine driver, fell in attempting to get upon an engine in motion, and was killed.
14 Nov.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– W. Street, gateman near Redbridge, knocked down and killed by a train while opening gates to let it pass, he having neglected to open the gates in proper time.
22 Nov.	ditto	–	–	–	–	–	–	–	–	1	1	–	–	– Frederick Benton and Edward Sullivan (servants of a trader), riding in a cart, broke down the barrier at a level crossing near Redbridge, despite the warning of the gateman not to cross, and were knocked down by an engine. Benton was killed, and Sullivan had his thigh broken and shoulder injured.
16 Dec.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– Thomas Sharland, porter, squeezed between buffers while incautiously passing between two waggons in motion.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
24 July	London, Brighton, and South Coast.	–	–	1	–	–	–	–	–	–	–	–	–	– Henry Oddy, travelling by a special train in charge of a coach, which was placed in a truck, mounted on the roof, (although cautioned not to do so,) and coming in contact with the arch of a bridge, was killed.
21 Aug.	ditto	3	32	–	–	–	–	–	–	–	–	–	–	– Collision. A South-eastern special excursion train from Dover to the Crystal Palace ran into an engine belonging to the London, Brighton, and South Coast company, which was taking in water at the East Croydon station. Three passengers killed and 32 injured.
7 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	– Collision. Crystal Palace passenger train came in contact with the buffer of an engine which slightly projected from a siding at Newcross. No person injured.
6 Oct.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	Trespasser, run over and killed.
18 Oct.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– George Harmer, trespasser, run over and killed near the Lewis station.
11 Nov.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Robert Luck, night switchman, crushed to death between buffers while incautiously shunting goods waggons at the East Croydon station.
20 Dec.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– James Marshall, porter, crushed between buffers while incautiously shunting goods waggons at the Forest Hill station, and died a few days afterwards.
	Malton and Driffield Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Manchester and Southport.	–	–	–	–	–	–	–	–	–	–	–	–	*See* Lancashire and Yorkshire.
	Manchester, Buxton, Matlock, and Midlands Junctions.	–	–	–	–	–	–	–	–	–	–	–	–	*See* Midland.
4 Sept.	Manchester, Sheffield, and Lincolnshire.	–	–	–	–	–	–	1	–	–	–	–	–	– William Shore, ballast-man in company's service, jumping from a waggon in motion, fell and broke his leg; died shortly afterwards.
8 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Man run over and killed on the line near Dukinfield by a "return engine" belonging to the London and North-western Railway Company.
22 Dec.	ditto	–	–	–	–	–	1	–	–	–	–	–	–	– Pointsman, shunting goods waggon at the Woodhouse station, was caught by the tail rope, and thrown under the wheels and severely injured.
	Manchester, South Junction, and Altrincham.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Maryport and Carlisle.	–	–	–	–	–	–	–	–	–	–	1	–	– French, a cattle driver (not a passenger,) run over and killed while incautiously standing on the line.
6 July	Midland	–	–	–	1	–	–	–	–	–	–	–	–	– Passenger, jumped from a train in motion near Tamworth, and was severely injured.
7 July	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– George Pearson, labourer on the line near the Oakley station, run over and killed by one train while endeavouring to avoid another.
27 July	ditto	–	–	–	–		–	1	–	–	–	–	–	– W. Jackson, labourer on the line, run over and killed by a train while he was incautiously engaged picking up materials left by a relaying gang near the south end of the Clay Cross tunnel.
9 Aug.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Trespasser, run over and killed near the Sileby Station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
24 Aug.	Midland—*cont.*	–	–	–	–	–	–	–	–	–	–	1	–	– James Insall, committed suicide by laying himself across the rails in front of an approaching train.
16 Sept.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	– Passenger, secreted himself on the top of a carriage, and was injured by his head coming in contact with a bridge
15 Sept.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	– Passenger, jumped from a special train while passing Swinton station, and was severely injured.
3 Oct.	ditto	–	2	–	–	–	3	–	–	–	–	–	–	– Down mail train, backing from the North Junction near Derby, came into collision with a waggon; two passengers and three guards injured.
25 Oct.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– George Sheldon, passenger, attempting to cross the line at Newark, was run over by the train by which he was to proceed, and had both legs cut off; died afterwards.
28 Oct.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– E. Hodgkinson, farmer, run over and killed while crossing the line at the Breadsall level crossing.
15 Nov.	ditto	–	3	–	–	–	–	–	–	–	–	–	–	– Parliamentary passenger train came into collision, during a dense fog, with a goods train which was shunting near the the Chesterfield station to let the passenger train pass, causing injury to three passengers.
22 Nov.	ditto	–	7	–	–	–	–	–	–	–	–	–	–	– Passenger train ran into some cattle waggons which were being shunted at Kegworth, after dark, causing slight injuries to seven passengers. Accident caused by want of precaution on the part of the station master.
25 Nov.	ditto	1	9	–	–	–	–	–	–	–	–	–	–	– Collision at the Knighton North Junction of the Leicester and Burton Line with the Derby and Rugby line near the Leicester station, between the 7.25. P.M. passenger train from Rugby and a goods train from Burton, causing death to one, and injuries to nine passengers. Coroner's jury returned a verdict of manslaughter against the driver of the passenger train, who appears to have been to blame in not paying proper attention to signals.
2 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Elizabeth Hill, run over and killed while walking or standing upon the line near the Abchurch station.
	Mold	–	–	–	–	–	–	–	–	–	–	–	–	*See* Chester and Holyhead.
11 July	Monmouthshire	–	2	–	–	–	–	–	–	–	–	–	–	– Collision between the 5.15 P.M. passenger train to Hereford and a goods train which had left Newport about twenty minutes before, and which, being short of steam power, the driver was backing for the purpose of getting into a siding before the passenger train came up. Two passengers injured.
8 Sept.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– John Wakeman, timekeeper in contractor's service, run over and killed while incautiously crossing in front of a train near Aberavon.
12 Sept.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Elizabeth Baker, run over and killed while crossing the line at a foot-crossing at Pontymeester.
20 Oct.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– George Williams, contractor's servant, killed by one train while avoiding another.
9 Nov.	ditto	–	–	–	–	–	2	–	–	–	–	–	–	– Engine of a "passenger train" ran off the rails at Llantarnum station, in consequence of some disturbance of the ballasting of the line by the men in the employment of the contractor for the maintenance of the permanent way. Driver and stoker injured.
16 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– John Ryan, had his hip fractured by an engine while he was trespassing on the line near the Abertillery station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.	Newport, Abergavenny, and Hereford.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
2 Aug.	Newcastle and Carlisle.	–	–	–	–	–	–	–	1	–	–	–	–	——Graham, servant of Electric Telegraph Company, struck and severely injured by one engine while his attention was directed to another.
	Newmarket	–	–	–	–	–	–	–	–	–	–	–	–	*See* Eastern Counties.
	Norfolk	–	–	–	–	–	–	–	–	–	–	–	–	*See* Eastern Counties.
	North Devon.													Nil.
2 July	North-eastern. (Formerly "York and North Midland," "York, Newcastle and Berwick" and "Leeds Northern.")	–	–	–	1	–	–	–	–	–	–	–	–	– Mary Ann Husband, passenger, missed her footing in alighting at the South Shields station; fell, and broke her arm.
9 July	ditto	–	–	–	–	–	–	–	–	–	–	–	–	– Mail train for the North, ran off the rails when passing along the curve near the Leamside station, in consequence of a key being out of one of the joints of the rails on the outside of the curve; no person injured.
12 Aug.	ditto	–	–	–	1	–	–	–	–	–	–	–	–	– George Pearse, passenger, attempting to get into a train in motion at the Manors station, fell between it and the platform, and had his arm broken by the wheel passing over it.
17 Aug.	ditto	–	–	1	1	–	–	–	–	–	–	–	–	– John Maclean, passenger, run over and killed; and John Crawford, also a passenger, injured while crossing the line at the Manors station, despite the warning of the station master.
25 Aug.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Miss Lyons, crossing the railway at a private occupation road, was run over and killed.
26 Aug.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– Passenger, jumped from a train in motion, and was killed.
25 Aug.	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Lunatic, escaped from an asylum, stood in front of an approaching train, by which he was run over and killed.
19 Sep.	ditto	–	21	–	–	–	2	–	–	–	–	–	–	– Passenger train, proceeding through the Bramhope tunnel on the Leeds Northern line, came in contact with a mass of earth and stones which had fallen from the roof of the tunnel. Driver and guard and twenty-one passengers injured.
7 Oct.	ditto	1	–	–	–	–	–	–	–	–	–	–	–	– Joseph Stobart, third-class passenger in an open carriage, killed, by being struck, it is supposed, by something which had been thrown up from the line, or by the handle of a door which was knocked off a passing train, the door, it is supposed, being open at the time.
18 Oct.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– Isabella Lawrence, a third-class passenger, found dead upon the line near Headingly station; not known how she got there.
14 Aug.	North London (formerly East and West India Docks and Birmingham Junction.)	–	28	–	–	2	–	–	–	–	–	–	–	– Collision. A goods train, having been detached from the engine on an incline, ran back, and came into collision with an approaching passenger train, killing the engine driver and fireman of the latter, and injuring twenty-eight passengers.
8 Aug.	North Staffordshire	–	–	–	–	–	–	1	–	–	–	–	–	– Henry Gill, servant of company, incautiously passing between trucks, was caught between buffers, and killed.
28 Oct.	ditto	–	–	–	–	–	–	–	–	2	–	–	–	– John Johnson and James Hill, two boys, run over and killed by a luggage train while they were crossing the line at a foot-crossing near the Burslam station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
31 Dec. -	North Staffordshire—*cont.* -	–	–	–	–	–	–	1	–	–	–	–	–	- - Charles Staples, fireman, found dead upon the line, having been run over by his own engine while it was coming out of a siding before day-break, at the Morton Bridge station.
16 Sept. -	North Union - -	–	2	–	–	–	1	–	–	–	–	–	–	- - Collision. Passenger train ran into a coal train at Preston station, in consequence of the pointsman neglecting his duty in not having turned the former into a siding. Two passengers and guard injured.
	North-western -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Oxford, Worcester, and Wolverhampton.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Preston and Longridge.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
15 Aug. -	Preston and Wyre -	–	–	–	–	1	1	–	–	–	–	–	–	- - Dennis Keenery, in service of Stevedore at Fleetwood, killed; and David Coulter, in same service, injured, by some timber falling upon them from a waggon, which they were assisting to load.
15 Aug. -	- ditto - -	–	–	–	–	–	1	–	–	–	–	–	–	- - W. Williams, porter at Fleetwood, fell from the top of a carriage while strapping luggage, and severely injured.
17 Oct. -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - George Haydock, trespasser, run over and killed near the Lea Road station.
	Port Carlisle Dock and Railway Company.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Royston and Hitchen	–	–	–	–	–	–	–	–	–	–	–	–	*See* Eastern Counties.
	St. Helens Canal and Railway.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Saundersfoot Railway and Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
16 Sept. -	Shrewsbury and Birmingham. (Both these lines are now worked by the Gt. Western Railway Compy.)	–	–	–	–	1	–	–	–	–	–	–	–	- - Collision in the Shrewsbury joint goods station of the Shrewsbury and Birmingham, Shrewsbury and Chester, and Shrewsbury and Hereford Railway Companies, between some lime waggons which had been set in motion, and some coal trucks which were being unloaded, killing Thomas Davies, one of the men employed on the latter.
16 Sept. -	Shrewsbury and Chester. (Both these lines are now worked by the Gt. Western Railway Compy.)	–	–	–	–	1	–	–	–	–	–	–	–	- - Collision at the Chirk station of the Shrewsbury and Chester Railway, by a goods train which was passing the station running into a waggon which was coming on to the main line rom a siding. John Blackbird, the engine driver, was killed on the spot.
21 Oct. -	Shrewsbury and Hereford.	–	–	–	–	–	–	–	–	–	–	–	1	- - —Bailey, trespasser, endeavouring to get his dog off the line at Ford Bridge, was ran over by a train, and had his arm broken.
25 Nov. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - —Drury, servant of the company, incautiously shunting a goods train at the Leominster station, was caught between the buffers and killed.
23 Oct. -	Shropshire Union Railways and Canal.	–	2	–	–	–	–	–	–	–	–	–	–	- - Collision. Passenger train ran into a goods train at the Newport station, causing injuries to two passengers.
2 Aug. -	South Devon -	–	–	–	–	–	–	–	–	–	–	–	1	- - An old woman, named Osmond, while walking between the line and some railings at the Star Cross station, was caught by a train, which ran over and crushed one of her feet.
10 Oct. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - —Chubbs, foreman in goods shed at Newton, incautiously passing between trucks, which were about being coupled, was so severely crushed, that death ensued a few days afterwards.

Date of Accident	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
4 Nov.	South Devon—*cont.*	–	–	–	–	–	–	1	–	–	–	–	–	J. Hawkins, contractor's labourer, run over and killed while incautiously walking along the line.
10 July	Stockton and Darlington.	–	–	–	–	–	–	–	–	–	–	1	–	Andrew Gormley, trespasser, run over and killed in attempting to get upon a train of waggons in motion near Etherley-lane.
24 July	ditto	–	–	–	–	–	–	–	1	–	–	–	–	Joseph Richardson, servant of Electric Telegraph Company, while putting up a wire at Weston Junction, fell, and had his arm crushed by a passing train.
15 Aug.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	Martin Hope, labourer in company's service, run over and killed near the Darlington station while incautiously walking along the line.
18 Aug.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	N. Trewhitt, fireman, run over and killed in attempting to get upon a train of waggons in motion.
28 Aug.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	Joseph Nevin, station master at Stockton, run over and killed in attempting to get upon a train in motion.
12 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	Elizabeth Stainthorp, trespasser, run over and killed.
11 Oct.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	W. James, servant of company, employed to ticket waggons, run over and killed in attempting to get upon a train in motion.
27 Oct.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	Joseph Glendenning, fireman, crushed to death between an engine and waggon while incautiously coupling them.
	Somerset Central	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
15 July	South-eastern	–	–	–	1	–	–	–	–	–	–	–	–	Third-class female passenger, alighting from a carriage at the Strood station before the train had stopped, fell, and broke two or three of her ribs.
21 July	ditto	–	–	–	–	–	–	1	–	–	–	–	–	— Ghent, a servant of the Brighton Company, while endeavouring to avoid a Brighton up train between the Croydon Junction and the East Croydon station, was run over and killed by a South-eastern down train.
30 July	ditto	–	–	–	–	–	1	–	–	–	–	–	–	James Beattie, engine driver, while oiling his engine at the Ashford station, had his arm cut off, in consequence of the stoker having started the train.
26 Aug.	ditto	–	–	–	–	–	–	–	–	–	–	–	1	A newspaper boy, attempting to get upon an engine in motion at the Canterbury station, fell, and had his foot crushed by the wheels.
26 Aug.	ditto	–	–	–	–	–	1	–	–	–	–	–	–	— Culmer, a guard, shunting a train at the Strood station, fell, and had his foot so severely crushed as to require amputation.
25 Sept.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	William Wooderson, coal trimmer, fell while coupling waggons, and was run over and killed.
28 Sept.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	John Wood, porter, shunting carriages at Ashford, was caught between buffers, and had one rib broken.
13 Oct.	ditto	–	–	–	–	–	–	–	1	–	–	–	–	Henry Cripps, porter, crushed between buffers and severely injured while moving trucks into a siding at Strood.
16 Oct.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	A child, named Sarah Cowdrey, under two years of age run over and killed by 1.30. P.M. train near Godstone station, it having got on to the line at a foot-crossing.
26 Oct.	ditto	–	8	–	–	–	–	–	–	–	–	–	–	The 1.30. P.M. down passenger train, on approaching the Sandwich station, ran into a siding in consequence of the facing points being wrong, and came into collision with some trucks, causing injuries to eight passengers.
13 Nov.	ditto	–	–	–	–	–	1	–	–	–	–	–	–	Henry Jarman, waggoner, fell while drawing coal trucks at Whitstable, and had both legs injured by wheels passing over them.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
8 Aug.	South Staffordshire	–	–	–	–	–	–	1	–	–	–	–	–	George Laud, porter, run over and killed while incautiously standing on the line at the Litchfield station.
25 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	Enoch Rabothem, trespasser, run over and killed by a night train.
29 Sept.	ditto	–	15	–	–	–	1	–	–	–	–	–	–	Collision. Passenger train from Walsall to Dudley, overtook and ran into a goods train, the engine of which had become partially disabled near the Wednesbury station. Fifteen passengers and the guard of the passenger train injured.
29 Oct.	ditto	–	35	–	–	–	3	–	–	–	–	–	–	Collision between two passenger trains near the Dudley station, whereby thirty-five passengers and the firemen of both engines, and one guard, were injured.
8 Dec.	ditto	1	19	–	–	–	–	–	–	–	–	–	–	Collision, by a passenger train from Walsall to Birmingham running into a goods waggon, which had been left on the main line at the Bescot station; one passenger killed, and nineteen injured.
16 Dec.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	John Johnson, trespasser, run over and killed while walking on the line near the Brownhills station.
23 Dec.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	Collision near Walsall between two goods trains; Joseph Stretton, a fireman, jumping from one of the engines, was run over, and died the following morning.
16 July	South Wales	–	–	–	–	–	–	1	–	–	–	–	–	Flynn, engine cleaner, found dead under some coke waggons; supposed to have been crushed between buffers while the waggons were being shifted.
27 July	ditto	–	–	–	–	–	–	1	–	–	–	–	–	John Dando, contractor's labourer, fell, through his own want of caution, from a ballast train and was killed.
	South Yorkshire	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Stockton and Hartlepool.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Taff Vale	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Vale of Neath	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Warrington and Stockport.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	West Cornwall	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
31 July	West Hartlepool Harbour and Railway (including Clarence).	–	–	–	–	–	–	–	–	–	–	–	1	Anthony Cooper, trespasser, riding upon coal trucks, had his foot crushed between the buffers.
22 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	John Morgan, trespasser, run over and killed.
	West London	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Whitehaven and Furness Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
13 Oct.	Whitehaven Junction.	–	–	–	–	–	1	–	–	–	–	–	–	Thomas Richardson, goods guard at the Maryport station, severely crushed between an engine and waggons in consequence of a Maryport and Carlisle goods train, which was shunting, coming in contact with the waggons.
	Wycombe.													
	TOTAL FOR ENGLAND AND WALES.	7	220	10	11	17	32	32	11	11	2	22	10	

SCOTLAND.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
12 Aug.	Aberdeen, (including Enbroath and Forfar.)	–	–	1	–	–	–	–	–	–	–	–	–	– Charles Duncan, a passenger by an excursion train, imprudently standing upon the seat of an open third-class carriage near the Auldbar station, fell out, and was killed.
15 Nov.	ditto	–	–	–	–	1	–	–	–	–	–	–	–	– Robert Anderson, labourer, run over and killed by a goods train near Stonehaven, while at work on the line. He saw the train when close to him, and fell in endeavouring to get out of the way.
	Ardrossan	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
24 July	Caledonian	–	–	–	–	–	–	1	–	–	–	–	–	– W. Bell, contractor for masonry, supposed to have been run over and killed by a night train while he was walking on the line near the Carnwath station.
26 July	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– Mrs. Collins, trespasser, run over, and had her feet severely crushed (afterwards amputated), while attempting to cross the line at the Beattock station.
15 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– Elizabeth Hentoff, trespasser, daughter of a platelayer, crossing the line, was knocked down by an engine and severly injured.
16 Sept.	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– Daniel Burns, tresspasser, went on the line before an engine, and had his legs run over.
15 Oct.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Peter Branagan, company's servant, knocked down and killed while incautiously shunting waggons at Beattock Summit.
5 Dec.	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– James Neile, passenger, found in a dying state upon the line near Greenock; supposed to have been struck by the train in endeavouring to get into it after it had started.
	Caledonian and Dumbartonshire Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Deeside	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Drumpeller	–	–	–	–	–	–	–	–	–	–	–	–	*See* Forth and Clyde Navigation Company.
30 Nov.	Dundee and Arbroath.	–	–	–	–	–	–	–	–	–	–	1	–	– A seaman, run over while trespassing on the line in a state of intoxication.
30 Aug.	Dundee and Perth and Aberdeen Railway Junction.	–	–	–	1	–	–	–	–	–	–	–	–	– Some passengers got to the wrong side of an excursion train at the Dundee station for the purpose of getting in, one of whom (a woman) had her shoulder slightly squeezed between the open door of a carriage and a column, in consequence of the engine, which was being attached, moving the carriages.
21 Aug.	Edinburgh and Glasgow.	–	–	–	–	–	–	–	–	–	–	1	–	– Trespasser, run over and killed while walking on the line at night (name unknown.)
4 Sept.	Edinburgh, Perth, and Dundee.	–	–	–	–	–	–	1	–	–	–	–	–	– James Smith, porter, killed while incautiously passing between an engine and a truck which he was coupling.
7 Oct.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– T. Miller, a boy, ten years old, got upon the top of the tunnel near the Leith station, and fell over the west end on to the down line, and was run over and killed by a goods train.
	Forth and Clyde Navigation Company (for Drumpeller Railway.)	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	General Terminus and Glasgow Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	Not a passenger line.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
	Glasgow and Paisley Joint.	–	–	–	–	–	–	–	–	–	–	–	–	*See* "Caledonian" and "Glasgow and South-western.
	Glasgow and South-western.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
23 Sept.	Great North of Scotland.	1	21	–	–	–	–	–	–	–	–	–	–	– – Collision, by one passenger train running into another passenger train at the Kittybrewster station; causing death to one passenger, and injuries to twenty-one others. The immediate cause of accident was negligent driving on the part of the driver of the former train.
	Leven - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Monkland - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Morayshire - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
5 Aug.	North British -	–	–	1	–	–	–	–	–	–	–	–	–	– – James Kinnear, a passenger by an excursion train, run over and killed at the Galashiel station. It is not known how he got out of the train.
17 Aug. -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	– – Terence Ryne, an Irish reaper, attempting (despite the warning of the gatekeeper) to cross the line at the St. Germains level crossing in front of an approaching train, was run over and killed.
25 Nov. -	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	– – Collision. Express train from London to Edinburgh ran into three trucks, which had broken loose from a coal train near Tranent. One passenger injured.
27 Nov. -	- ditto - -	–	2	–	–	–	1	–	–	–	–	–	–	– – Collision near the Reston station between an express passenger train and a meat train, causing injuries to two passengers. A portion of the meat train became detached in consequence of the couplings breaking, and the engine and first portion on returning for it, met, and came into collision with the passenger train; the missing portion of the meat train having in the meanwhile been shunted at Reston. The inspecting officer states that the guard of the express train had one of his ribs splintered.
7 Dec. -	- ditto - -	1	15	–	–	–	2	–	–	–	–	–	–	– – Double collision in the Calton tunnel, by the 3.5 P.M. passenger train from Edinburgh overtaking and running into a goods train, the shock disconnecting the engine and a first-class carriage from the rest of the passenger train, which latter part ran back down an incline of 1 in 80, and came into collision with a pilot engine which was ascending the incline. One passenger killed and fifteen injured. One passenger guard and one goods guard injured.
	St. Andrews - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
7 Oct.	Scottish Central -	–	–	–	–	–	–	–	–	–	–	1	–	– – D. Miller, trespasser, found dead on the line near the entrance of the tunnel at Perth.
31 Oct. -	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	– – P. Robertson, goods breaksman, slipped while uncoupling waggons at the Alloa station, and was run over and killed.
	Scottish Midland Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Stirling and Dunfermline.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR SCOTLAND	2	39	3	1	2	3	3	–	1	–	4	3	

IRELAND.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.	Belfast and Ballymena	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Belfast and County Down.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Cork and Bandon	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Cork, Blackrock, and Passage.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Belfast Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
20 Nov.	Dublin and Drogheda	–	–	–	–	–	–	–	–	–	–	1	–	– – Nicholas Griffin, trespasser, struck by an engine, and killed, while he was imprudently sitting on the platform at the Balbriggan station.
	Dublin and Kingstown	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Wicklow	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dundalk and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
27 Aug.	Great Southern and Western, Ireland	–	–	–	–	–	–	–	–	–	–	1	–	– – Several children entered the station premises at Goolds Cross, and having set a waggon in motion, one of them, Margaret Regan, was run over and killed by it.
12 Dec.	– ditto	–	–	1	–	–	–	–	–	–	–	–	–	– – Rev. Robert Armstrong, passenger, attempting to get into a carriage when the train was just starting from the Goolds Cross station, missed his footing, and falling between the train and the platform, fractured his right thigh and shoulder. Death ensued on the 20th January 1855.
22 Nov.	Irish South-eastern	–	–	–	–	–	–	–	–	–	–	1	–	– – Trespasser, (a boy, 9 years old,) got among waggons at the Bagenalstown station, and had his head and arm so severely injured that death ensued.
5 Sept.	Killarney Junction	–	–	–	–	–	–	1	–	–	–	–	–	– – Matthew Toole, station master at Kanturk, jumped from a train in motion at Mill-street, and was killed.
15 Sept.	Londonderry and Enniskillen.	–	–	–	–	1	2	–	–	–	–	–	–	– – Two engines drawing an excursion train, were thrown off the line near Trilick, in consequence of some persons having maliciously placed three large blocks of stone on the rails. Stoker of first engine killed, driver and stoker of second engine had each a leg broken.
	Londonderry and Coleraine.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
30 Aug.	Midland Great Western (Ireland.)	–	–	–	–	–	–	–	–	–	–	1	–	– – Daniel Goode, trespasser, run over and killed.
	Newry and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newry, Warrenpoint, and Rostrevor.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
21 Nov.	Ulster	–	–	1	–	–	–	–	–	–	–	–	–	– – Margaret M'Anulty, passenger, having incautiously wandered along the line, after alighting at the Armagh station, to a place where some carriages were being shunted, was crushed between one of them and the wall and killed.
	Waterford and Kilkenny.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
26 Dec.	Waterford and Limerick.	–	–	–	–	–	–	1	–	–	–	–	–	– – Policeman, stationed between Ballysimon and Limerick, run over and killed while incautiously crossing the line.
	Waterford and Tramore	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR IRELAND	–	–	2	–	1	2	2	–	–	–	4	–	

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	TOTAL:—													
	ENGLAND AND WALES -	7	220	10	11	17	32	32	11	11	2	22	10	
	SCOTLAND -	2	39	3	1	2	3	3	–	1	–	4	3	
	IRELAND - -	–	–	2	–	1	2	2	–	–	–	4	–	
	GRAND TOTAL -	9	259	15	12	20	37	37	11	12	2	30	13	

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways in England, Scotland, and Ireland respectively, as reported to this Department during the half year ended 31st December 1854, together with the Total Number Killed or Injured in the corresponding half year of 1853.

Description of Persons.	England.		Scotland.		Ireland.		Total on all Railways during the half year ended 31st Dec. 1854.		Total on all Railways during the half year ended 31st Dec. 1853.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control - -	7	220	2	39	—	—	9	259	26	166
Passengers killed or injured, owing to their own misconduct or want of caution - - - -	10	11	3	1	2	—	15	12	14	13
Total number of Passengers killed or injured -	17	231	5	40	2	—	24	271	40	179
Servants of Company or of contractors killed or injured from causes beyond their own control	17	32	2	3	1	2	20	37	23	46
Servants of Company or of contractors killed or injured, owing to their own misconduct or want of caution - - - -	32	11	3	—	2	—	37	11	53	23
Other persons crossing at level crossings - -	11	2	1	—	—	—	12	2	†41	10
Trespassers - - -	22	10	4	3	4	—	30	13		
Total - -	99	286	15	46	9	2	123	334	157	258
Length of Railway open on the 31st Dec. 1854 and on the 31st Dec. 1853.	6,114		1,043		897		8,054		7,687 miles.	

* In the Return for the half year ended 31st December 1853, trespassers and other persons (neither passengers nor servants of Companies) killed or injured while crossing at level crossings, or walking on the line, were not separately distinguished.

A FURTHER

A further Analysis of the Accidents during the Half Year ended 31st December 1854, shows the Number of Collisions and other Accidents to Trains in England, Scotland, and Ireland respectively, with the Number of Persons Killed or Injured thereby.

ENGLAND AND WALES.

	Number of Accidents.	Number of Passengers.		Number of Servants of Companies.		Total Number of Passengers and Servants.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains	3	—	42	—	3	—	45
Collisions between Passenger Trains and other Trains or Engines	20	6	145	5	9	11	154
Passenger Trains or Portions of Trains getting off the Rails	5	—	23	—	6	—	29
Passenger Trains running into Sidings through Points being wrong	4	—	10	3	2	3	12
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	3	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	nil.	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	nil.	—	—	—	—	—	—
Total to Passenger Trains	35	6	220	8	20	14	240
Collisions between Goods and Mineral Trains	6	—	—	3	3	3	3
Goods or Mineral Trains getting off the Rails	nil.	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings through Points being wrong	nil.	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	1	—	—	1	—	1	—
Axles or Wheels of Goods or Mineral Waggons breaking	1	—	—	—	—	—	—
Boilers of Engines of Goods or Mineral Trains bursting	nil.	—	—	—	—	—	—
Total to Goods and Mineral Trains	8	—	—	4	3	4	3
Total to all Trains	43	6	220	12	23	18	243

SCOTLAND.

Collisions between Passenger Trains	1	1	21	—	—	1	21
Collisions between Passenger Trains and other Trains or Engines	3	1	18	—	3	1	21
Passenger Trains or Portions of Trains getting off the Rails	nil.	—	—	—	—	—	—
Passenger Trains running into Sidings through Points being wrong	nil.	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	nil.	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	nil.	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	nil.	—	—	—	—	—	—
Total to Passenger Trains	4	2	39	—	3	2	42
Collisions between Goods and Mineral Trains	nil.	—	—	—	—	—	—
Goods or Mineral Trains getting off the Rails	nil.	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings through Points being wrong	nil.	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	nil.	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	nil.	—	—	—	—	—	—
Boilers of Engines of Goods or Mineral Trains bursting	nil.	—	—	—	—	—	—
Total to Goods and Mineral Trains	nil.	nil.	nil.	nil.	nil.	nil.	nil.
Total to all Trains	4	2	39	—	3	2	42

IRELAND.

Collisions between Passenger Trains	nil.	—	—	—	—	—	—
Collisions between Passenger Trains and other Trains or Engines	nil.	—	—	—	—	—	—
Passenger Trains or Portions of Trains getting off the Rails	1	—	—	1	2	1	2
Passenger Trains running into Sidings through Points being wrong	nil.	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	nil.	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	nil.	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	nil.	—	—	—	—	—	—
Total to Passenger Trains	1	—	—	1	2	1	2
Collisions between Goods and Mineral Trains	nil.	—	—	—	—	—	—
Goods or Mineral Trains getting off the Rails	nil.	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings through Points being wrong	nil.	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	nil.	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	nil.	—	—	—	—	—	—
Boilers of Engines of Goods or Mineral Trains bursting	nil.	—	—	—	—	—	—
Total to Goods and Mineral Trains	nil.	nil.	nil.	nil.	nil.	nil.	nil.
Total to all Trains	1	—	—	1	2	1	2

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in England, Ireland, and Scotland during the Half Year ended 31st December 1854.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Total Number of Passengers and Servants	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains -	4	1	63	—	3	1	66
Collisions between Passenger Trains and other Trains, or Engines - -	23	7	163	5	12	12	175
Passenger Trains or portions of Trains getting off the Rails - - -	6	—	23	1	8	1	31
Passenger Trains running into Sidings through Points being wrong - -	4	—	10	3	2	3	12
Axles or wheels or Machinery of Engines attached to Passenger Trains breaking -	3	—	—	—	—	—	—
Axles or wheels of Carriages of Passenger Trains breaking - - - - -	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains - - - - -	—	—	—	—	—	—	—
TOTAL to Passenger Trains - -	40	8	259	9	25	17	284
Collisions between Goods and Mineral Trains	6	—	—	3	3	3	3
Goods or Mineral Trains getting off the Rails	—	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings through Points being wrong -	—	—	—	—	—	—	—
Axles or wheels of Engines attached to Goods or Mineral Trains breaking -	1	—	—	1	—	1	—
Axles or wheels of Goods or Mineral Waggons breaking - - - - - -	1	—	—	—	—	—	—
Boilers of Engines of Goods or Mineral Trains bursting - - -	nil.	—	—	—	—	—	—
TOTAL to Goods and Mineral Trains - -	8	—	—	4	3	4	3
GRAND TOTAL to all Trains -	48	8	259	13	28	21	287

TABLE showing the CLASSES of ACCIDENTS to Servants of Companies or of Contractors during the Half Year ended 31st December 1854.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
From Causes beyond their own Control :—	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
Collisions	4	3	3	3	–	12	–	–	–	–	–	–	–	–	–	–	1	–	–	–	8	18
Trains or Engines getting off Rails	–	4	1	3	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	8
Trains running into Sidings or off their proper Line, through Points being wrong.	1	–	1	–	–	–	–	–	–	1	–	–	–	–	–	–	1	1	–	–	3	2
Axles, &c. breaking	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons.	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	2	–	3	1
Run over while shunting Train	–	–	–	–	–	1	1	–	–	–	–	–	1	1	–	–	–	–	–	–	2	2
Run over or struck while properly performing other Duties	–	1	–	1	–	–	–	2	–	–	–	–	–	–	–	–	2	1	–	1	2	6
Total	5	8	6	7	1	15	1	2	–	1	–	–	1	1	–	–	4	2	2	1	20	37
From want of Caution or Misconduct, viz.:—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons.	–	–	1	–	–	–	3	4	–	–	–	–	1	–	–	–	–	–	3	–	8	4
Run over while crossing Railway	1	–	1	–	1	–	1	–	1	–	2	–	–	–	1	–	6	1	3	1	17	2
Run over while shunting Trains	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	2	–
While incautiously working on the Line.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1	–	–	2	1
Attempting to get upon or off Engines or Carriages in motion.	1	–	2	–	–	1	1	2	–	–	–	–	–	–	–	1	1	–	*3	–	8	4
	2	–	4	–	1	1	6	6	1	–	2	–	1	–	1	1	9	2	10	1	37	11
Grand Total	7	8	10	7	2	16	7	8	1	1	2	–	2	1	1	1	13	4	12	2	57	48

* Two of these Persons were Station Masters.

BOARD OF TRADE, Whitehall,
9th February 1855.

JAMES BOOTH.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of November and December,

1854.

Presented to both Houses of Parliament by Command of Her Majesty,
February 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

[1885]

TABLE OF CONTENTS.

EASTERN COUNTIES RAILWAY: PAGE

Report on an accident which occurred on the 30th December, at "Two-mile-bottom" in consequence of a collision between the mail train and a special cattle train - - 3

EAST LANCASHIRE RAILWAY:

Report on an accident which occurred on the 14th December, by which a passenger train was thrown off the line at the Molineux Viaduct, in consequence of the tender coming in contact with the roof of a goods waggon - - - - 6

GREAT WESTERN RAILWAY:

Report on an accident which occurred on the 23d December, at the West Bromwich Station in consequence of the fracture of a tire of an engine wheel - - - 8

LANCASHIRE AND YORKSHIRE RAILWAY:

Report on an accident which occurred on the 13th December at the Pemberton Station, in consequence of a collision between an express train and a train of empty waggons 9

MIDLAND RAILWAY:

Report on an accident which occurred on the 15th November at the Chesterfield Station, in consequence of a collision between a passenger train and a goods train - - 12

Report on an accident which occurred on the 25th November at the Knighton North Junction of the Midland Railway, in consequence of a collision between a goods train and a passenger train - - - - - - - 13

MONMOUTHSHIRE RAILWAY:

Report on an accident which occurred on the 9th November near the Newport Station, in consequence of a train leaving the rails - - - - 17

NORTH BRITISH RAILWAY:

Report on an accident which occurred on the 27th November near the Reston Station, in consequence of a collision between an express passenger train and a cattle train - 19

Report on an accident which occurred on the 7th December, in the Calton Tunnel, in consequence of a collision between a goods train and a passenger train - - 21

SOUTH STAFFORDSHIRE RAILWAY:

Report on an accident which occurred on the 8th December at the Bescot Junction, in consequence of a passenger train coming into collision with a goods waggon - 28

RAILWAY ACCIDENTS.

EASTERN COUNTIES RAILWAY.

Railway Department, Board of Trade,
Whitehall, January 30, 1855.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer of his inquiry into the circumstances attending the accident which occurred on the Eastern Counties Railway at Two-mile-bottom, on the 30th ultimo, between the mail train and a special cattle train.

My Lords direct me to request you to call the attention of the Directors to the fact stated by the inspecting officer, that, although it is the duty of the foreman of locomotives at Cambridge to inspect every engine before it goes out for its day's work, with respect to the engine of the passenger train in question, he had been unable to look it over properly for four or five days, on account of the work the engines are required to perform. It would appear from this statement that the engine power of the Company cannot be sufficient for the traffic on the line; and, under these circumstances, my Lords trust that the Directors will take steps to remove this source of danger by adding to their locomotive stock.

I am at the same time to point out that the inspecting officer considered that the accident would not have occurred if the line had been worked by the electric telegraph, in the manner pointed out by the circular letter from this Department of the 12th August last. My Lords have on former occasions directed this system of working to be brought under the notice of the Directors, and they will be glad to hear what, after the experience of the present accident, are their views on the subject.

I am, &c.

The Secretary of the
Eastern Counties Railway Company.

DOUGLAS GALTON.
Captain Royal Engineers.

SIR,

January 20, 1855.

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, of the result of my inquiry into the circumstances attending a collision that occurred on the Eastern Counties Railway on the 30th December, near Thetford, at a place called "Two-mile-bottom."

The mail train left Norwich at 9.45. p.m., on the 30th December, three minutes after time; it was composed, besides the engine and tender, of the following carriages and waggons, ranged in the order of enumeration,—two goods trucks, three cattle trucks, one luggage van, one post-office carriage, one composite carriage, and one carriage truck carrying a hearse. When the train reached Attleboro' it was four minutes behind time; there the guard saw a special cattle train shunted to allow the mail train to pass; the train reached Thetford at 11.5, and left at 11.7, being six minutes behind time; the train proceeded at its ordinary speed till it approached Two-mile-bottom, a spot about $2\frac{1}{2}$ miles west of Thetford; the usual signal was given by the driver to signify that there was something wrong, and for the guard to apply his break, and when the train was brought to a stand-still, the guard went to the head of it to ascertain what was the matter; (the time according to his statement was 11.15;) the driver told him they should probably be delayed a quarter of an hour, and that he must go back with a signal; in going back the guard stopped at his break carriage to get out fog-signals, and to put on his great coat; he then went back 450 yards from the tail of the train, and put down two fog-signals, he was then going on to put down more fog-signals, when of a sudden he perceived the cattle train coming;

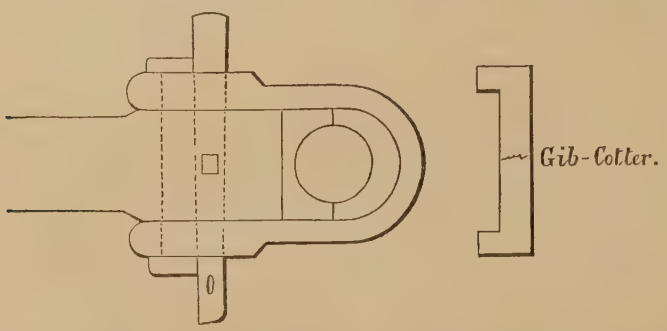
Eastern Counties.

Collision at Two-mile-bottom.

he ran forward as fast as he could holding out his lamp, which he says the driver did not perceive, and that consequently he did not shut off steam till he had passed over the fog-signals. The spot the guard pointed out as that which he had reached when the train passed him was about 120 yards beyond the fog-signals; with regard to the position of the fog-signals there is no question, as the marks of their explosion were found and the distance was measured; but about the farther distance of 120 yards there is a discrepancy between his statement and that of the driver of the cattle train, the latter affirming that almost simultaneously with his passing the guard (whom he says he saw), the fog-signals exploded. The cattle train, which consisted of 17 trucks of cattle and five of grain, was going, the driver admits, about 30 miles an hour, and the gradient being a descending one of 1 in 277, the distance at which the fog-signals were placed was not sufficient to admit of the cattle train being pulled up so as to prevent its running into the mail train.

The night porter at Thetford stated, that the mail train left the station at 11.7, and that the cattle train passed at 11.28; the guard of the mail train stated, that he looked at his watch when his train stopped at Two-mile-bottom, and that it was then 11.15; allowing four minutes for the cattle train to do the $2\frac{1}{2}$ miles from Thetford to where the collision occurred, the guard had 17 minutes to ascertain the nature of the accident and go back with a signal, and yet it appears from his *own* statement that he had only gone back 570 yards when his further progress was arrested by the appearance of the cattle train, leaving him no time to put down more fog-signals. The Company's rule, when an accident occurs to a train by which the line is obstructed, is, "that the "guard is to go back 600 yards, putting down a fog-signal every 200 yards, "and at the end of the above-mentioned distance he is to put down three "fog-signals." If the guard's statement is true, he had nearly accomplished the prescribed distance, but he had not time to put down the required signals, which amounts to saying, that if an accident happens to a train, an interval of 17 minutes is not sufficient to allow measures to be taken to prevent its being run into by a secondary train, an inference which is inadmissable. The place of the accident was on a curve, making nearly a semicircle, and I ascertained experimentally that the tail lights of a train would not be visible on this curve, so as to attract attention, at a greater distance than about 600 yards.

The circumstance which obliged the driver of the mail train to stop his engine was the breakage of the gib cotter of the small end of the connecting rod.



The cotter had broken across in the middle, the lower half dropping out; the appearance of the fracture was so short, that it gave the impression of the iron being brittle, but having subjected one of the broken pieces to a blow of the steam hammer an inch from the fracture, it did not break, and showed the fibrous texture due to tough iron. I am not able to account for the breaking of the cotter; it is possible that it may have got a slight play in the slot hole, when, from the rapid motion of that part of the machinery with which it is connected, it might become so heated as to alter temporarily the texture of the iron and cause it to break short off in the manner it did.

When the casualty occurred to the mail train the driver appears to have taken the proper precautions in ordering the guard to go back; it cannot be doubted that the guard must have loitered very much in performing this duty, for he had 17 minutes to do it in, and yet he was surprised by the cattle train when he had gone back no more than 570 yards, but the fog signals he had put down were only 450 yards from the mail train, a distance in my opinion not to be

depended upon for bringing up a heavy goods train even under ordinary circumstances, and quite inadequate under the circumstance of the cattle train, which was travelling at a high speed and on a descending gradient. The light of a hand lamp is too feeble to be of much value as a signal, and on this occasion a bright moon rendered it even less conspicuous.

On most railways the distance prescribed for a guard to go back with signals is 800 yards "*at least*," and I therefore consider the Company's regulations limiting the distance to 600 yards as defective, for, at the speed at which the cattle train was proceeding down the gradient, it is more than doubtful whether it could have been brought up in that distance; and though I am averse to multiplying rules, yet, considering the nature of the curves on each side of Thetford, which limits the view at night to a distance not much exceeding 600 yards, a special caution to drivers and guards going over this part of the line should be inserted in the book of regulations; and although the speed of special cattle trains does not appear to be limited by the Company's rules, as it should be, the driver must be held responsible for travelling at a pace which prevented him from bringing up within the distance at which a train would be visible a-head of him, and that he was either going at such a speed, or not keeping a proper look-out, cannot be doubted, as the tail lamps of the mail train were burning brightly.

The casualty which happened to the engine may have been, and probably was, one of those unforeseen mishaps to which all machinery is liable; the locomotive foreman at Cambridge, under whose care the engine is, stated that he personally inspects every engine before it goes out for its day's work, but he admitted that this was the fourth or fifth trip which the engine of the mail train had made without its having been in the shed for washing out and getting a regular overhauling. Each day's trip embraces a distance of from 180 to 200 miles, and the engine, which was neither a new one nor in a very high state of repair, was therefore doing an amount of duty to which it was not prudent to subject a passenger engine; it is usual to give an engine a day's rest after the second trip.

Although the collision on which I have just reported was *absolutely* due to neglect on the part of the guard of the mail train and improper speed by the driver of the cattle train, coupled with defective regulations of the Company, yet the cause of this collision, as well as almost all that have hitherto taken place, has a deeper seat, and one which the most perfect system of rules and regulations will never reach; for, notwithstanding all the precautions adopted by railway directors to prevent collisions, they still continue to occur in undiminished frequency. The first cause in almost all collisions, and which may be termed an element in them, is "impatience," conjoined with that indifference with which people come to regard a danger that is always staring them in the face. Guards will not go back a sufficient distance from their *impatience* to get on, and drivers will brave all rules against hard driving if they *think* they have a clear stage before them and good running ground, simply from their *impatience* to get on. In the same way will they run against time, and even shunt when it must be a case of touch and go, simply from *impatience*. Every one in and about a train has this feeling more or less, but with the driver it becomes intense, and when it is considered how great are the chances against collision and the excitement attending a high speed, his impatience is not to be wondered at. No rules or regulations, as I said before, will check the feeling, and this impatience of the driver requires therefore to be met by some measure which will prevent it acting so injuriously as it has hitherto done against the public.

I believe the only measure which will meet the case, without interfering with the general working arrangements of a railway and diminishing the amount of traffic, is by working the trains by means of the electric telegraph, as already recommended by their Lordships, which amounts to exhibiting the danger signal at a station until it has been notified that the last train which passed that station has reached the succeeding one. It may be said, what will prevent a reckless driver running by a station, notwithstanding the exhibition of the danger signal? I can only reply, that if there are any such instances they are so exceptional as to establish the principle that a driver will not run past a *danger* signal, especially one exhibited at a station, though he will, and generally *does*, totally disregard a caution signal. There is such an objection on the part of railway companies to adopt to its full integrity the system of telegraphing every

Eastern Counties.

Collision at Two-mile-bottom.

train, that I much fear the ratio of increase in the number of collisions of the few last years must be suffered to continue before companies will be impressed with the necessity of stepping out of the old routine, and adopting a principle which promises success. I annex an abstract from a return which has just been completed in this office, showing the number of collisions that have occurred in each of the years from 1850 to 1854 inclusive :—

In 1850 there were 43 collisions.
1851 - - 39 „
1852 - - 48 „
1853 - - 61 „
1854 - - 60 „

And it must be remembered that, besides these, numerous collisions have occurred which have never been reported to their Lordships, being unattended with personal injury to the public, or only injuring the servants of the Company.

I have only one more observation to make relative to the collision at Two-mile-bottom, and that is with regard to the position the guard occupied in the train, which was in a break carriage in the *middle* of the train, instead of *last* in the train, which is obviously the most proper position for a guard, more especially in a night train.

I am, &c.

The Secretary of the Railway Department, Board of Trade. GEORGE WYNNE. *Major Royal Engineers.*

Eastern Counties Railway, Secretary's Office, Bishopsgate Station, February 1, 1855.

SIR,

I AM in receipt of your letter of the 30th ultimo, with copy of Major Wynne's report, which I will submit to the Board.

I am, &c.

Captain Galton, R.E., &c. &c. J. B. OWEN, *Secretary.*

EAST LANCASHIRE RAILWAY.

East Lancashire.

Accident to a passenger train at the Molineux Viaduct.

Railway Department, Board of Trade, Whitehall, January 4, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer upon the accident which occurred on the East Lancashire Railway upon the 14th ult., from a passenger train being thrown off the line at the Molineux Viaduct, in consequence of the tender having come in contact with the roof of a goods waggon.

My Lords direct me to call the attention of the Directors to the inspecting officer's remarks on the practice of running engines with the tender in front, and to point out that, although it is possible that the present accident may not be attributable to this cause, yet that it has, on previous occasions, been the cause of accidents. And my Lords trust, therefore, that the Directors will take steps to prevent this practice being continued.

I have, &c.

DOUGLAS GALTON,

The Secretary of the East Lancashire Railway Company. *Captain Royal Engineers.*

Manchester, December 20, 1854.

SIR,

IN compliance with the instructions contained in your letter of the 16th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 14th instant, on the East Lancashire Railway between Bury and Manchester.

There is a viaduct about half a mile to the north of the Clifton Junction, the point where the Lancashire and Yorkshire line to Liverpool from Manchester meets

East Lancashire.

Accident to a passenger train at the Molineux Viaduct.

the East Lancashire line from Manchester to Bury, called the Molineux Viaduct. As the 7.40 p.m. passenger train from Bury to Manchester was passing this viaduct on the 14th instant, the engine was suddenly thrown off the line, and, after proceeding a short distance, the train was brought to a stand with the engine across the road, and the tender overhanging the viaduct, the parapet of which was destroyed, on both sides of the line. When it was attempted to remove the engine and tender on the following morning, at 3.0 a.m., the tender fell down into the water below, a distance of some 90 feet, and it was still lying there when I visited the spot, a striking proof of the narrow escape which had been experienced by the passengers of the train. The driver was a good deal shaken, and the fireman unfortunately fractured his collar-bone.

The night is described as having been dark, and very boisterous, and it is evident that no precaution of the driver could have prevented the accident, which was afterwards found to have been caused by the roof of a goods waggon, that was lying across the rails. The roof was composed of soft wood, attached to oak ribs, and the wheels cut through the former, but only partially through the latter, which were evidently the obstacles by which the engine was thrown off the line.

The goods train from Patricroft to Ramsbottom, consisting of 17 waggons, left Patricroft at 7.25 p.m. on the 18th instant; and the guard states, that, having examined every waggon before starting, he found them to be all right. He left some of his waggons at Bury, and, on his return journey, he was stopped, about a mile from Bury, by the guard of the passenger train, who told him that an accident had happened to the passenger train, in consequence of the top of a van having been on the road. He then returned with the engine of his own train, to get assistance, and, on examining the waggons which he had left at Bury, he discovered that the top of one of them was missing.

The roof was a tolerably flat one, and belonged to a salt waggon, the property of Messrs. Kay and Blackwell, salt merchants, of Winsford, Cheshire. It is not easy to conceive how the roof could have been blown off the waggon, even on so boisterous a night, unless upon the supposition of its having been very inefficiently secured—a supposition which appearances certainly tended to confirm; and, in fact, it seemed to have been working loose for some time previously. The waggon was received on the East Lancashire Railway from the London and North Western Railway at Patricroft, and was a stout looking waggon. It would probably have required a more critical examination than could have been expected from the guard of the train, to have discovered the liability of its roof to fall off.

This accident appears, then, so far, to have been caused by circumstances over which the Company could have no control; but there is one fact to which it is right to allude, as having rendered the engine more liable to leave the line, and the accident more likely, probably, to be attended with dangerous consequences, and that was, that the engine was travelling tender foremost when it ran over the roof of the van. I trust that the company will, therefore, taking warning by the narrow escape which this passenger train had, of running over the side of so high a viaduct, make such arrangements as will prevent the necessity of their engines running tender foremost for the future, particularly when attached to passenger trains.

It may be right also to refer to a circumstance which no doubt tended to prevent the accident from being more disastrous in its consequences, and, perhaps, even saved the train from running over the side of the viaduct. Out of the six carriages which composed the passenger train, three were fitted with Newall's break, an apparatus which is applied more quickly and with greater facility than the ordinary break, and which may be applied simultaneously, by one guard, to any number of carriages to which it may be affixed; as soon, therefore, as the guard found that the engine had left the line, he was enabled at once to put on the breaks of the three carriages, and thus materially to check the progress of the train. I am happy to learn that the Company find this break to answer, and that they intend to affix it to all of their passenger carriages.

I have, &c.

H. W. Tyler,
Captain Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

GREAT WESTERN RAILWAY COMPANY.

Great Western.

Accident at a level crossing at the Swan Village Station, near West Bromwich.

Railway Department, Board of Trade,
Whitehall, January 15, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Western Railway Company, the enclosed copy of the report which their Lordships have received from the officer appointed by them to inquire into the accident which occurred, on the 23d December last, at the West Bromwich Station of the Great Western Railway, in consequence of the fracture of a tire of an engine wheel.

I have, &c.

The Secretary of the
Great Western Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 12, 1855.

Sir,

In compliance with the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with an accident which occurred, on the 23d December, at the Swan Village Station, near West Bromwich, on the Great Western Railway.

It appears that on the 23d December, as a special express train, which left Birmingham at 8.5 p.m. for Wolverhampton, was proceeding, at the rate of about 30 or 35 miles an hour, down an incline of 1 in 98 opposite to the Swan Village station, the tire of the six-feet driving wheel of a narrow-gauge engine broke, stripped the heads off eight rivets, by which it was secured to the circumference of the wheel, and was projected forwards, striking and tearing up a portion of the wooden platform; then it knocked down the near side of some wooden palings placed at the side of the roadway of a level crossing close to the end of the platform; next struck the head of a young girl of about thirteen years of age, who, with several other persons, was waiting to pass over the railway, and then knocked down the palings at the further side of the railway, and lodged on a bank thirty or forty yards beyond it. The girl was so dreadfully injured that she only lived three-quarters of an hour. A coroner's inquest has returned a verdict of "Accidental death." A man who was standing by her side was knocked down and had his elbow slightly hurt; but I imagine he was not touched by the tire, but only by the wooden paling as it fell to the ground.

The accident appears to have been of an extraordinary nature, as the tire, with the exception of the single fracture, was found whole, but bent to the form of a cycloid. The fracture took place right across the tire and close to the weld, but not in the direction of the inserted "V;" and it is stated, with reference to it, that the foreman of the Stafford Lane Locomotive Works of the Shrewsbury and Birmingham section of the Great Western Railway at Wolverhampton, where it was made, being unable when examining the tire to discover the position of the weld, had directed the workman for the future to put a private mark, by which the position of his welds might be known.

The tire was made by Messrs. Hood and Cooper, of Leeds, and it is composed of very good fibrous iron, hard on the outer surface, and without any exterior indication of a small flaw that existed in the interior at the part where the fracture actually took place. The tire was nearly new, having only been put on about nine weeks since, and it had not run more than 2,000 miles.

I do not consider that blame attaches to any one.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

W. Yolland,
Captain Royal Engineers,
and Bt. Major.

LANCASHIRE AND YORKSHIRE RAILWAY.

Lancashire and Yorkshire.

Collision at the Pemberton Station.

Railway Department, Board of Trade,
Whitehall, January 4, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of the report which they have received from the inspecting officer upon the accident which occurred on the 13th ult. at the Pemberton station of the Lancashire and Yorkshire Railway, from a collision between an express train and a train of empty waggons which were being shunted across the main line.

It would appear, from this report, that the accident mainly arose from the insufficient nature of the signals by which the movements of the train of empty waggons were regulated after its arrival at the Pemberton station; but it would also appear that the station arrangements are such as to render it necessary for trains under such circumstances to be shunted into the opposite main line of rails before they can be moved into their proper siding.

My Lords direct me to request you to point out to the Directors the dangerous nature of such a proceeding, especially upon an important main line of railway, and they will be glad to hear that steps shall have been taken by the Company to construct a through crossing, and thus to render it unnecessary in future.

I am also to call to the attention of the Directors the remarks of the inspecting officer upon the insecurity of the signal arrangements, and the necessity of placing a proper man in charge of the junction of the siding in question with the main line, and to point out how very undesirable it is to employ a young boy in so responsible a position as that of being in charge of signals.

In conclusion my Lords direct me to observe, that they fear that a very great laxity must prevail in the system of working trains on the Lancashire and Yorkshire Railway, inasmuch as an express train was permitted to follow a coal train at an interval of two minutes, whereas the regulations prescribe that between passenger trains an interval of at least five minutes should be maintained. Carelessness in this respect is one of the most fertile sources of accident on railways, and my Lords much regret to find that, after the repeated warnings which the Lancashire and Yorkshire Railway Company have received from accidents attributable to a laxity of system, any further remarks upon this subject should be necessary.

I have, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary of
the Lancashire and
Yorkshire Railway Company.

London, December 21, 1854.

Sir,

In compliance with the instructions contained in your letter of the 16th inst. I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 13th inst. near the Pemberton station of the Lancashire and Yorkshire Railway.

Pemberton is a small station $1\frac{1}{2}$ miles to the west of Wigan, at which the passenger traffic is very limited, but near which there is a colliery, from whence coals are conveyed along the line in each direction. On the south of the main line, and opposite the station building, are two sidings, communicating by a branch with the colliery. The siding nearer to the main line is used for loaded waggons prepared to be sent away, and that farther from the main line is reserved for the empty waggons, which are placed in it as they arrive.

The practice in regard to the trains of empty waggons arriving from Wigan is described to be as follows:—

The driver of any one of these trains travels, as he ought to do, on the down line from Wigan to Pemberton, and, on approaching the latter station, he brings his train to a stand, and gives three whistles; it then becomes the duty of the signalman at Pemberton to direct his further proceedings; if the driver is to remain stationary, the signalman from Pemberton waves a red flag to him, but if no train is approaching on the up line, the signalman, having put on his signals in both directions, waves his hand or his cap to the driver, as an intimation that

Lancashire and Yorkshire.

Collision at the Pemberton Station.

he may back his train from the down line to the up line, and thence move forward into the empty waggon siding.

On the occasion in question, the train of empty waggons arrived at its usual point in approaching Pemberton, and the driver whistled; the station-master then directed a boy who assists him in his duties to make a signal to the driver to remain still, which the driver did, and a goods train passed through on the up line. The station-master states that he then directed the boy to make another signal to the driver to remain quiet, and that he saw the boy do so. But the express train leaving Liverpool at 10.10, and arriving at Wigan at 10.52, passed through the station two minutes after the goods train, and ran into the train of empty coal waggons, the driver of which had in the meantime moved from the down to the up line preparatory to taking his train into the siding. The driver of the express train was unfortunately killed, and the fireman injured.

The driver and fireman of the engine attached to the coal train state, that, when they first stopped near Pemberton, they received a signal from the boy at the station to remain on the down line, and that they did so; but that, after the goods train had passed, they moved back to the up line in obedience to a second signal from the boy, consisting of the usual wave of his hand or his cap.

The boy at Pemberton station is a remarkably intelligent lad, and gave his evidence with great clearness, as to what was his practice in regard to the coal train, and what signals he made to the driver on that occasion; but he looks younger than he is said to be, and even if he be nearly 15 years of age, as alleged, he is not, I think, calculated to perform the duties of signalman at so important a post, because drivers and others are not likely to give that implicit obedience to his signals, which is necessary for the safety of the public. This boy confirmed the evidence of the station-master, to the effect that the driver of the coal train had crossed to the up line in direct disobedience to the signal which he made to him. Thus the driver and fireman on the one side, and the station-master with his youthful assistant on the other, make mutual accusations as to the cause of the accident. I am informed that there were others on the colliery engine, who took the side of the driver in the course of other inquiries, although their evidence was not of the most satisfactory nature; but I had not the advantage of examining them. I must mention, however, that it is a strong presumption in favour of the case of the station-master, that the guard of the express train states, that, as he passed the station, he saw the station-master wave his green flag as a signal of caution, and raise two fingers as an intimation that the goods train was only two minutes ahead of the express. It can hardly be supposed, that, unless the statement of the station-master as to the signal given to the driver of the coal train be correct, he would thus deliberately have permitted the express train to pass him without a more decided warning of danger, as he knew well that if the coal train had not remained on the down line, it would have moved into a position in which the express must shortly have come into collision with it.

But, whether the station-master or the driver be to blame, or both of them, which seems most probable, the fault lies principally with the arrangements under which the station, and the coal traffic in connexion with it, are worked. Looking to the distance from the station at which it is usual to stop the coal train, before backing it to the up main line, it appears to be most unsafe that its future movements should depend upon signals, which may be often uncertain, and, in foggy weather, must be useless; and that those signals should be given by a boy so little likely to command obedience. It is, moreover, far from being a secure mode of working, that the empty coal train should, after arriving near to Pemberton station, be backed from one main line to the other before it is moved to its siding, particularly as it is a train worked at irregular hours, and by persons who are not so directly under the control of the Railway Company as if they were their own servants.

And I would therefore venture to recommend, for the consideration of the Company, that:

1. They should appoint a regular signalman to take charge of the junction of the sidings of the coal branch with the main line.

2. A road should be laid into the empty-waggon siding from the west end of the station, through which the empty waggons might be backed into the siding without being taken on the up main line at all—a measure which would have rendered this accident impossible.

In carrying out these, or some similar improvements, it may also be found possible to bring the levers by which the signals are worked, together, to some spot from which the signals in either direction may be seen. At present the levers are some little distance apart.

The express train to which this accident occurred, had been timed to run ten minutes earlier in the present than in previous months, and the station-master states, that he communicated this circumstance to the colliery driver on the 30th November last, in his office; but this forms a second point on which the station-master and the driver disagree, for the driver asserts that the station-master never made any such communication to him, and even undertakes to declare that he was not in the station-master's office at all on the day in question. The driver is in the employment of the gentleman to whom the colliery belongs, and the station-master admits that it is his custom and his duty to supply the colliery drivers with time tables of the trains every month on which any alteration takes place in regard to the regular trains; but he states that he was unable to do so at the end of the last month, because he was not himself supplied with them for that purpose.

The rules of the Company prescribe that there shall always be an interval of five minutes between the passage of any two trains past their stations; but it appears, from what happened on this occasion, that this rule cannot be very strictly adhered to, for the guard of the express train, seeing the station-master exhibit his green flag and his two fingers, looked upon it, and described it as the usual mode of indicating that there was another train only two minutes ahead of the express. It cannot be considered safe, in any case, to allow an express train to follow a goods train with an interval of only two minutes, as, in case of the latter breaking down, or any accident happening to it, the former may run into it before there is time to give notice of what has occurred; and I hope, therefore, that if the Company do not adopt the system of working by telegraph which has been recommended by their Lordships for their consideration, they will, at least, take means to secure a longer interval between their trains.

The only other point to which it appears desirable to draw attention, in reference to this accident, is, that the drivers employed by the owners of the colliery are allowed to run upon the line at irregular hours, and I believe that this is far from being the only case in which other drivers than those of the Company are permitted thus to work trains on the Lancashire and Yorkshire Railway. Of all the trains on the line, it would appear to be most desirable that these trains, necessarily perhaps irregular, should be in the charge of men upon whom the Company could depend, and over whom they could exercise every proper control; whereas the contrary is the case, and it is quite possible, under the present system, that drivers of very bad character may be employed on the railway, without its being the fault of the Railway Company. Under these circumstances, it is evident, that, if the Railway Company could make arrangements under which this species of traffic should be conducted by their own servants, it would tend much to the safety of the public, and I am confident they will admit the present to be an appropriate occasion on which to bring this consideration forcibly under their notice, when they have thought it right to give into custody the colliery servants whom they believe to have occasioned, by their disobedience of orders, the present fatal accident.

I have, &c.

The Secretary of the
Railway Department, Board of Trade,
Whitehall.

H. W. Tyler,
Captain Royal Engineers.

Lancashire and Yorkshire Railway,
Secretary's Office, Manchester, January 5, 1855.

Sir,

I have the honour to acknowledge the receipt of your letter of the 4th instant, enclosing copy of a report of Captain Tyler, R.E., upon the accident which occurred, on the 13th ult., at the Pemberton Station of this Company's line of railway.

I will submit same to the Directors at their next meeting.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

John Dunstan, jun.,
Secretary.

MIDLAND RAILWAY.

Midland.

Collision at the Chesterfield Station.

Railway Department, Board of Trade,
Whitehall, November 29, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer, upon the accident which occurred at the Chesterfield Station of the Midland Railway on the 15th instant, from a collision between a passenger train and a goods train.

This accident would appear to have occurred in consequence of a degree of laxity having been observed in regard to the shunting of the goods train.

Upon railways traversed by numerous trains at different rates of speed, as is the case with the Midland Railway, the necessity for shunting trains is so frequent, that the practice, if not regulated by the strictest rules, introduces a most important element of danger into the working. My Lords trust, therefore, that the warning afforded by this accident will cause the Directors to give this subject their most attentive consideration,

I have, &c.

The Secretary of the Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, November 25, 1854.

Sir,

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to their instructions of the 17th instant, the result of my inquiry into the circumstances connected with a collision at Chesterfield Station, on the Midland Railway, on the evening of the 15th November.

It appears that the 4.15. p.m. down goods train from Derby left that station 1.5 late, arrived at Chesterfield at 7.15, and was detained there by another goods train ahead of it; and after it had been ascertained, by means of the electric telegraph, that the 6.15 down passenger train had passed Clay Cross station, four miles from Chesterfield, it was independently determined by the guard and by a porter temporarily acting as signalman, that the 4.15 goods train should be shunted in the siding north of Chesterfield station. Accordingly the signal porter gave instructions to the engine driver to whistle as soon as he had placed his train in the siding clear of the main line. The engine driver denied that any such instructions had been given to him, but admitted that he was told to sound his whistle, but asserts that he did not know why he was to whistle, and did not ask for any further information on the subject, but moved down towards the siding at 7.33 for the purpose of shunting the train. It is stated that the night was exceedingly foggy; and the driver having, as he thought, gone far enough to admit of the points, which are about 540 yards from the platform, being opened for the siding, desired his fireman to get down to pass a signal from the guard who was to hold open the points, and after waiting for a short time without seeing his fireman, he sounded the whistle, whereupon the fireman came up and told him to go back into the siding; but owing to the slippery state of the rails, he was necessarily slow in going back, and the fireman had to place ballast on the rails to prevent the wheels from slipping; that whilst in the act of moving into the siding, the 6.15 p.m. down passenger train came up and ran into the train. The whistle to the fireman having been heard by the signal porter and understood by him to imply that the main line was all clear, whereupon he allowed the passenger train to proceed at 7.45, and in consequence of the collision the two hind wheels of one of the goods waggons were knocked off the rails and a buffer broken, and several of the passengers were hurt, but not seriously.

It is certain that the collision resulted from the carelessness of the engine driver of the goods train, in whistling to his fireman; but it is also manifest from the evidence, that this practice has been adopted by the engine drivers on the Midland Railway. As the sound of the whistle is used for so many other purposes, and as it is quite impossible to distinguish from what engine it proceeds, I consider that this arrangement of sounding the whistle to indicate that a train has passed into a siding, instead of sending a man back to give the

Midland.

Collision at the Chesterfield Station.

proper information on a dark and very foggy night, is very liable, as on this occasion, to become dangerous to the public; and I would recommend that the attention of the Directors of the Midland Railway Company be drawn to this practice. And further, it appeared to me, with reference to the collision at Chesterfield, that the arrangements connected with the shunting of trains are not what they should be, as the station-master when present, and not the signal porter or guard of the train, should give the proper directions on the subject.

I have, &c.

Captain Galton, R.E.
&c., &c.

J. W. Yolland,
Captain Royal Engineers, and Bt. Major.

General Manager's Office,
Derby, December 6, 1854.

Sir,

I have submitted to the Directors of this Company your letter of the 29th ultimo, with the copy of the inspector's report on the recent collision at Chesterfield; and I am instructed to inform you, that the mode of signalling adopted in that case does not prevail on this railway, but was in violation of the Company's rules, for permitting which, the clerk in charge of the station has been dismissed from the Company's service.

I am, &c.

Douglas Galton, Esq., R.E.
&c., &c.

James Allport.

Railway Department, Board of Trade,
Whitehall, December 11, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your communication of the 6th instant, upon the subject of the accident which occurred at Chesterfield on the 15th ult.; and I am to transmit to you the enclosed copy of a memorandum from Major Yolland, R.E., explaining the cause of his remarks upon the practice of signalling mentioned therein.

I have, &c.

Douglas Galton,
Captain Royal Engineers.

James Allport, Esq.

December 8, 1854.

Samuel Birchall, the engine driver of the 6.15 down passenger train, stated, that he had been employed on the Midland Railway between eight and nine years, and was aware that such a practice of signalling had existed, and was not confined to Chesterfield station; and Thomas Norton, the engine driver of the 4.15 p.m. down train admitted that he had known of its being practised at Masbro' station, so that I inferred it was likely to be general on the Midland Railway, but am glad to find, from Mr. Allport's note of the 6th instant, that it is not the case.

Captain Galton, R.E.
&c., &c.

W. Yolland,
Captain Royal Engineers, and Bt. Major.

MIDLAND RAILWAY.

Midland.

Collision at Knighton North Junction.

Railway Department, Board of Trade,
Whitehall, December 22, 1854.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer upon the circumstances attending the accident which occurred near Leicester, at the Knighton North Junction of the Midland Railway, on the 25th ult.

Midland.

Collision at Knighton North Junction.

My Lords direct me to observe that it would appear that this accident, although chiefly attributable to the negligence of one of the engine drivers, may partly be traced to the system under which the signals at this junction are worked; and they therefore direct me to urge you to call the particular attention of the Directors to the recommendation of the inspecting officer upon this subject, with a view to their making some alteration in the arrangements for signalling trains at this junction.

I am, &c.

The Secretary of the Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir, *Leicester, December* 1, 1854.

In compliance with the instructions contained in your letter of the 28th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending a collision which occurred on the 25th November at the Knighton North Junction, near the Leicester Station, on the Midland Railway.

The Knighton North Junction is situated about 1 mile 240 yards south of Leicester station, on the main line between Rugby and Leicester, where trains proceeding between Burton and Leicester pass to and from the main line, whilst those proceeding between Burton and Rugby join the main line at Knighton South Junction.

Semaphore signals are placed at both junctions, and auxiliary or distant signals are placed on the Leicester and Burton branch, and also on the main line towards Rugby, the former at 230 yards and the latter at 490 yards from the North Junction, from which both are worked. These auxiliary signals exhibit at night a "red light" or "none at all," as indications of "danger" or of "all right" to the trains going to Leicester from Rugby and Burton. The auxiliary signal on the Leicester and Burton branch is situated on a sharp curve, and from this circumstance, combined with the nature of the ground, it cannot be seen at a greater distance than 260 yards from the Burton side.

The working of the traffic is conducted in the following manner:—When a train is seen approaching Leicester from Rugby, or known by the sound of the whistle to be coming from Burton, the auxiliary "danger" signal is turned on towards the line on which no train is approaching, and the semaphore signal, which at other times is always kept at "danger," is lowered so as to show a "green light" at night, or the arm inclined to 45° during daylight, thus conveying an intimation for the train to advance, but with caution; but when two trains are within the auxiliary signals at the same time, or are seen to be approaching, then the semaphore signal is kept at "danger" to stop both trains.

The collision occurred in the following way:—The pointsman at the Knighton North Junction states that at 8h. 40m. p.m. on the 25th ult., he heard the sound of a whistle on the Burton branch line, and judging from his experience of five years as pointsman at that spot, he considered that the engine was near the Saffron Lane Junction, or about 490 yards from his post; that *after* looking down the line towards Rugby, and seeing that no train was approaching, he then turned the main line auxiliary signal to "danger" to stop any train from Rugby: he next lowered the "red" coloured glass, and replaced it with "green" at the semaphore signal, to show the Burton train when it came in sight of it that it might proceed, and he then walked about 40 yards towards Rugby, to be ready to turn the Burton auxiliary signal to danger as soon as that train had passed it, and he had only just done this when he saw a train approaching from Rugby, whereupon he changed his hand lamp and showed a red light to the Rugby train, waving it violently backwards and forwards. He considers that an interval of about three minutes elapsed between the time of his hearing the whistle and that at which the Burton train passed the auxiliary signal, but it is certain that he must have erroneously estimated the interval, or been mistaken in judging of the position of the train, as such an interval with the relative distances would only give a speed of between two and three miles an hour. Both trains continued to advance towards Leicester,—the one being the 3h. 15m. p.m. goods train from Burton, 2h. 40m. behind time, and the other the 7h. 25m. p.m. down passenger train from Rugby, 39m. behind time, owing to a

late arrival of the London train at Rugby—until they came into collision at the junction, when the goods train, which preceded the other, was separated into two parts, the four first waggons next the engine and tender being uninjured, whilst the four next (three loaded with granite and one with goods) were more or less damaged, and the engine of the passenger train was thrown over on its side, and rolled further until its wheels were inclined 45° to the ground, and lying across the up line: its tender was off the rails, but stood on its wheels. Several of the passengers were bruised, and complained of being much shaken, and I regret to state that one lady was so much injured, although no external marks or bruises could be seen, that she died on the following morning. The Burton goods train is said to have been travelling about 6 or 8 miles an hour; both the driver and fireman jumped off and were unhurt; and the Rugby passenger train about 15 miles an hour, where the driver and fireman remained on the engine, and were thrown against the bank as the engine fell over, and they also were uninjured. The average speed for the latter train is about 30 miles an hour.

The statement of the engine driver of the passenger train, made at the coroner's inquest after being cautioned, but before he was committed to take his trial on a charge of manslaughter, differs essentially from that of the pointsman. He says that when he got near the Knighton South Junction, which is 710 yards from the North Junction, he looked out and could see no light at the auxiliary signal on the main line, but admits that he saw a "green" light at the semaphore at the north junction, but that a "red" light was shown to him when he was within 30 yards of the auxiliary signal; that he immediately shut off the steam, applied the breaks, reversed the engine, and put on the steam; and there is no doubt but that these efforts to stop the train were made, but the question remains, if the pointsman's statement is to be depended on as to the order in which he shifted the signals, why these precautions were not taken sooner. The head guard of the passenger train states that the driver's whistle for his break was not sounded more than 200 yards from the spot where the collision occurred.

To show how very difficult it is to get satisfactory evidence on such matters, I may mention that the breaksman to the Burton goods train first stated that he saw a green light on the auxiliary signal on that line, as an indication to their train that all was right, and when his statement was doubted, he then said he was sure it was either a green or a white light, and that he could swear to it; the fact being that neither of these colours are used at that signal.

Taking the whole of the evidence into consideration, I am of opinion that this collision was occasioned by the culpable negligence of the driver of the 7h. 25m. down passenger train from Rugby, in not keeping a better look-out for the auxiliary signal on the main line; but the practice of lowering the semaphore signal from "danger" to "caution," as an indication indifferently given to all trains from Rugby and Burton, is I think objectionable; and I have no doubt the public safety would be better provided for by omitting to use it, and causing all trains to regulate their speed so as to stop at the auxiliary signals if required. Taking also into consideration the very serious nature of accidents on railways when they occur, I believe the use of positive and negative signals, or those denoting "all right" and "all wrong" are to be preferred to a single light denoting "danger," as on the auxiliary signals, or to the use of "cautionary" signals, which in the generality of cases are disregarded by engine drivers.

I inclose a trace, showing the positions of the several junctions and signals, together with a copy of the instructions issued to the pointsman at the Knighton North Junction, and

I have, &c.

W. Yolland,
Captain Royal Engineers,
and Bt. Major.

Captain Galton, R.E.,
&c. &c.

Midland Railway.

Instructions to be observed by the Pointsman at the North Junction with the Burton Branch at Knighton.

1.—As soon as any train or engine is seen approaching your junction, either going to or coming from the Burton branch, you must immediately turn on your wire signal to prevent any train or engine approaching from Rugby.

Midland.

Collision at Knighton North Junction.

2.—As soon as any train or engine is seen approaching from Rugby, you must immediately turn on your wire signal to prevent anything approaching your junction either going to or coming from the Burton Branch, which signals must be exhibited until your junction is cleared.

3.—The arms of the semaphore signal must always be kept in the horizontal position, or "Stop," except as follows, viz.: when an engine or train is approaching, the signalman must first ascertain whether the line is clear on which it is about to run, and if so, the proper arm must be lowered to "Caution;" this must be done as soon as the driver of the approaching train is in a position to see the movement of the arm, in order to assure him that the junction is clear and properly attended to.

4.—Should two trains or engines approach, or be within the wire signals at the same time, the pointsman shall keep up the semaphore signal at danger; and then select the train or engine which is to pass over the junction first, and signal it forward with his hand signal.

5.—Should any impediment or obstruction exist upon the line within sight of the pointsman, he must continue to exhibit the signals to stop, and must prevent any train or engine passing his junction in that direction until such impediment or obstruction has been removed, and the line made perfectly clear and safe.

6.—The pointsman on duty will be held responsible for the points and signals being kept in perfect working order, and well oiled; and should any point, switch, three-throw, or signal be found out of repair, the pointsman in charge thereof will be fined one shilling, unless the same shall have been previously reported by him to the inspector of permanent way, and to the engineer's office, Derby.

Derby, November 15, 1854. By Order.

Midland Railway, General Manager's Office,
Derby, January 8, 1855.

Sir,

I beg to inform you that your letter of the 22d ult., with your inspecting officer's report of the collision on this railway near Leicester, on the 25th November, has been laid before the Directors, and they have received the recommendations contained in your inspecting officer's report for their further and careful consideration; but at the same time they have instructed me to point out to you that the system of signalling at the Junction, where the accident occurred, is the same as at every other junction on this railway; that it was not adopted without the most careful consideration, and that it is believed to be the same as is in operation on most other railways; and further, that any alteration in the mode of signalling at the junction in question, would necessarily involve similar alterations at every other junction on the line,

I am, &c.

James Allport.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, February 7, 1855.

Sir,

In reply to your letter of the 8th ultimo, stating (relative to the accident at Leicester on the 25th November last) that the system of signalling at the junction is the same as at every other junction on the Midland Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a memorandum from Lieut.-Col. Yolland, R.E., one of their Lordships' inspecting officers, upon the subject, and to express the hope of their Lordships that the system of signalling trains at the Knighton Junction will be carefully considered by the Directors, and also at all other junctions at which the same system is in operation.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Midland Railway Company.

Midland.

Collision at Knighton North Junction.

Railway Department, Board of Trade,
Whitehall, February 5, 1855.

Sir,

With reference to your instructions of the 10th ult., on Mr. Allport's letter of the 8th January, I beg to observe that I am sorry to learn that the same system as exists at Knighton North Junction, of showing a "cautionary" signal which is liable to be mistaken, by two trains advancing from different directions, for a signal allowing each of them to come forward at the same time, is in operation at other junctions on the Midland Railway. This case is precisely analogous to that in which the Lords of the Committee of Privy Council for Trade directed, in August 1853, the postponement of the opening of the second line of rails between Gargran and the junction near Skipton, of the North Western Railway with the line from Skipton to Colne, until a second semaphore signal was erected at the junction, because in the event of two trains "approaching the junction at the same time and passing the distant signals, the "stationary signals were not adapted to stop one train and to allow the other "to pass."

I am perfectly aware that the use of red, green, and white lights is general on most narrow gauge lines; but I have met with very few managers or superintendents of lines who do not admit that the use of the red and white lights alone would be more likely to conduce to the safety of the public.

I am, &c.

W. Yolland,

Lieut.-Col. Royal Engineers

Captain Galton, R.E.
&c. &c.

MONMOUTHSHIRE RAILWAY.

Monmouthshire.

Accident near the Newport Station, by a train running off the line.

Railway Department, Board of Trade,
Whitehall, November 18, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of a report their Lordships have received from their inspecting officer of his inquiry into the circumstances attending an accident which occurred on the 9th instant near the Newport station of the Monmouthshire Railway.

My Lords direct me to request you to call to the attention of the Directors the remarks of the inspecting officer upon the insufficiency of ballast upon certain portions of the line, and they trust that the Directors will without delay take steps to remedy this deficiency.

I have, &c.

Douglas Galton,

Captain Royal Engineers.

To the Secretary of the
Monmouthshire Railway Company.

Gloucester, November 13, 1854.

Sir,

In compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 9th instant, near the Newport station of the Monmouthshire Railway.

It appears, that, as the train, which is due to leave Shrewsbury at 12.30, and Hereford at 2.30, and to arrive at Newport at 4.15 p.m., was passing between the Pontnewydd and Cwmbran stations, at a few minutes past 4 o'clock on the afternoon of the 9th inst., it suddenly left the rails, and ran along for about 100 yards in the ballast before coming to a stand still. The road was very much torn up and particularly the up line of rails, which, after the train had left the down line, acted as guide rails, and, fortunately, prevented the train from running over the embankment that occurs at this spot.

The permanent way is kept up by contract, under the supervision of the engineer of the line and his inspectors; and two of the servants of the contractor,

Monmouthshire.

Accident near the Newport Station, by a train running off the line.

a ganger and a packer, were at work on the line, on the very spot, and at the moment when the accident occurred. The ganger, under whose orders the packer was working, was dismissed from the service of the contractor on the following day, and I had not an opportunity of examining him; but the packer gives evidence to the following effect. Immediately before the arrival of the train at the place where he was working, he had lifted one end of a joint sleeper to the extent of about two inches, without lifting the other end, and packed it up. He expected to have had time, before the train came, to lift the next joint sleeper, and the intermediate sleepers on either side of it, sufficiently to ensure safety, but was disappointed. It was at the joint which had been thus raised, that the engine was thrown from the line,—as was proved by the marks in the ballast having commenced immediately beyond it,—and there was no disturbance of rails or chairs until the train had passed this joint.

This evidence is corroborated by that of the engineer of the line, and that of the agent of the contractor, both of whom examined the line after the accident, and the former of whom tried it on the following morning with gauge and level.

The portion of the line pointed out as that on which the marks were first discernible on the ballast, was the commencement of a curve of about 2½ miles radius; and the joint chair stated to have been raised, was situated on the inside of the curve. The train is supposed to have been travelling at the rate of forty miles an hour when it was thrown off the line; and it was only a natural consequence, that the engine, jerked suddenly upwards by the elevation of the end of the inside rail of the curve, of which the centre was not duly supported, and which would therefore by its elasticity have increased the jerk, should, by the effect of centrifugal force, at such a speed, have been carried so far towards the outside of the curve as to cause the off-wheel to descend on the exterior of the outside rail.

I have, therefore, no hesitation in attributing this accident to the proceedings of the servants of the contractor, who were disobeying the orders issued to them by the company, which direct, that, in repacking, "both rails must, where the "line requires raising, be lifted as nearly as possible together, and, in all such "raising, sufficient time must be allowed for securing the timbers by packing, "before the next train is due."

It does not require this accident to demonstrate the importance of selecting highly responsible men for the superintendence of duties of the above nature.

At the particular spot where the accident occurred, there was, on the down line of rails, a sufficient supply of ballast when I visited the spot, and, indeed, this appeared to be generally the case on the down line—the line from which the train was thrown off; but I cannot conclude this report without remarking upon the deficiency of ballast on this, and some other parts of the up line,—a deficiency both in quantity and quality, (in the latter respect because it was partially composed of unbroken masses of slag and clinker,) which I trust the company will lose no time in causing the contractor to remedy.

I have, &c.

To the Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Monmouthshire Railway and Canal Company, Chief Clerk's Office, Newport, November 24, 1854.

Sir,

In reply to your letter of the 18th instant, I am instructed to inform you that the committee of the Company, having been informed by their engineer, in July last, that the Newport and Pontypool Railway required re-ballasting, immediately entered into a contract for that purpose, and are fully impressed with the necessity existing for the completion of this contract, of which about three-fourths have been executed.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

G. Harrison, *Chief Clerk.*

NORTH BRITISH RAILWAY.

Collision near the Reston Station.

Railway Department, Board of Trade,
Whitehall, January 5, 1855.

SIR,

I HAVE been directed, by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of the report which they have received from their inspecting officer upon the accident which occurred near the Reston Station, on the 27th November last, from a collision between an express passenger train and a cattle train.

My Lords direct me to request that you will call the attention of the Directors to the inspecting officer's remarks upon the inefficient form of the couplings, to which may be attributed the fact of the cattle train having become separated into two portions; and that therefore it appears desirable to adopt some altered shape.

My Lords direct me further to observe that this accident would not have occurred had the system been in operation of working the railway by means of the electric telegraph pointed out in my circular letter of the 12th August last; and my Lords therefore trust, that the warning which the Directors have received by means of this accident, will have the effect of inducing them to adopt this system on their line to a greater extent than is at present the case.

I am also to point out, that had a means of communication between the guard and engine-driver of the cattle train been in operation, the engine-driver must have immediately become aware that some accident had occurred at the rear of his train; and my Lords hope, therefore, that this subject will again receive the consideration of the Directors.

I am, &c.

The Secretary of the North British Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, December 28, 1854.

SIR,

IN obedience to the instructions contained in your letter of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred near Reston on the North British Railway on the 27th November.

It appears that on that day, the 6.40 p.m. down goods (meat) train from Edinburgh to Berwick, shut off the steam and slackened speed down the incline of 1 in 250, before coming in sight of the distant signal west of Reston 11¼ miles from Berwick, and the driver, on seeing the white light, set on the steam again and passed the station at 10.10 p.m. The station-master at Reston being on the look out, noticed as the engine passed, that the train was in two parts, the after part not reaching the station until two minutes after the engine had passed. The station-master failed in attracting the driver's notice, but succeeded in making the guard understand that the engine, with some of the trucks, had broken away, and caused him to apply his break and to bring the after part of the train to rest. The 4.25 p.m. down goods train, very much behind its proper time, arrived about ten minutes after, and was at once shunted and its engine made use of to shunt the after part of the meat train on to the up line, there not being room for both trains in the siding. The east and west distant signals were turned to "danger," to protect the station whilst the shunting was in progress. The down line was cleared about 10.35 or 10.40, when unfortunately the west signal was changed from "danger" to "all right." The 9.15 down express from Edinburgh became due at Reston at 10.45, but is not timed to stop, and the driver on seeing the "all right" signal, passed at full speed at about 10.52 p.m.

In the meanwhile the engine-driver of the 6.40 meat train, according to his own statement, discovered when he had gone somewhat more than two miles beyond Reston, that he had lost part of his train, whereupon he stopped, sent his fireman back on the line with a hand signal lamp, and after an interval of three or four minutes, to allow the fireman to get ahead, followed slowly with the engine, tender, and the six remaining trucks; and after proceeding rather more than a mile towards Reston, was suddenly run into by the express train,

North British.

Collision near the Reston Station on 27th Nov.

whilst passing through a slight cutting with a considerable curve, so that not more than 200 yards could be seen in either direction from the spot on which the collision occurred, situated about 1½ miles from Reston. The driver of the express train having failed to see the fireman's signal lamp, that train was travelling at its ordinary speed of about 35 miles an hour, but the driver of the meat train, having received an intimation of danger from his fireman's lamp being suddenly turned towards him, he shut off his steam, reversed his engine, again set on his steam, and then jumped off the engine, just before the collision actually took place, at 10.57. The express engine ran over two of the trucks and mounted on to the third, killing several cattle and many sheep, and damaging two of the other trucks. The express engine and tender, and some of the passenger carriages were thrown off the rail and damaged; the guard had one of his ribs splintered, and two of the passengers were hurt. The goods engine and tender were separated from the trucks by the collision, and thus freed from its load, with the regulator open and the engine in forward gear, and without driver or fireman, ran down the line, fortunately without doing any damage, passing through Ayton, Barnmouth, and Berwick stations, and Tweedmouth junction, but having been observed at Berwick, was followed and overtaken by another engine when about four miles south of Berwick, having run short of steam and water from the lead plug having melted.

The pin that secured the draw-hook to the frame of the first of the trucks which were stopped at Reston was missing, and it is quite uncertain whether all the trucks had or had not side chains; neither is it known if those that had them were attached to the adjoining trucks, as the North British Railway Company had ordered their discontinuance on goods trains.

On examining the whole of the circumstances, I think the blame of the collision rests entirely with the station-master at Reston, in not having delayed the express train until the position of the goods train had been ascertained. Unfortunately, the Company have no electric connexion between Reston and the next station, Ayton, there being no instrument at Ayton, otherwise it could at once have been known whether the goods train had reached that station; and the station-master had just learnt from Berwick that the train had not reached that place when the express passed Reston.

Although there is considerable diversity of opinion as to the utility and proper position of side chains, I entertain a very decided opinion that a second connexion between the adjoining trucks of goods trains is absolutely necessary to the safety of the public, as very many accidents to passenger trains are caused by goods trains becoming divided by the coupling chains breaking or being unhooked, as in this collision. It is quite possible that this second connexion would be best made by a single chain of sufficient strength at the centre of the truck, this second chain being made very little longer than the present centre coupling, one being placed above the other. The form of the coupling hook is also in my opinion most objectionable, as it appears only to give facility for the trucks becoming uncoupled, and not for their remaining coupled, when the engine suddenly slackens speed and the last waggons are crowded on to the advanced ones, as the point of the hook is in some cases not more than 1½ inches above the straight part, so that if there be any stiffness or twist in the links, the link on the hook is liable to be lifted over the point and become uncoupled, when the sudden jerk forward of each truck takes place in succession.

I have, &c.

Captain Galton, R.E.
&c. &c.

J. W. Yolland,
Captain Royal Engineers,
and Bt. Major.

The North British Railway Company,
Head Office, Edinburgh, January 12, 1855.

Sir,

I am in receipt of yours of 5th instant, with its enclosure, both of which have been submitted to the Directors, and I am instructed to say that the suggestions therein made shall meet with their best attention.

I am, &c.

Captain Galton, R.E.,
&c. &c.

J. Nairne.

NORTH BRITISH RAILWAY.

North British.

Collision at Reston on 27th Nov. and in the Calton Tunnel on 7th Dec.

Railway Department, Board of Trade,
Whitehall, January 15, 1855.

My Lord,

The Lords of the Committee of Privy Council for Trade having been informed that the accident which occurred on the North British Railway, on the 7th ult., in the Calton Tunnel, has been a matter of investigation before the legal authorities at Edinburgh; and as the report of the inspecting officer upon that accident, and upon the accident which occurred at Reston on the 27th November, tend to show that there is a general want of system in the manner in which the North British Railway is worked, their Lordships have directed me to forward to you, for your information, a copy of the inspecting officer's reports upon both of the accidents, together with a copy of the letter which my Lords have felt it their duty to address to the North British Railway Company on the subject.

I have, &c.

The Lord Advocate of Scotland, M.P.

Douglas Galton.
Captain Royal Engineers.

North British.

Collisions near Tranent 25th Nov. and in the Calton Tunnel on 7th Dec.

Railway Department, Board of Trade,
Whitehall, January 15, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you copies of two reports which they have received from their inspecting officer, Major Yolland, upon the accidents which occurred on the North British Railway upon the 25th November and the 7th December last.

These reports exhibit a want of system in the working of the traffic on the North British Railway, highly discreditable to those in whom the management of the railway is vested.

In the first place, with respect to the accident on the 25th of November, in which certain waggons became detached from a goods train, and were run into by an express passenger train, I am to observe, that the fact of the departure of the goods train having been delayed for two hours at Edinburgh, from the absence of a guard, shows a negligent system of working; and the fact of the train having been allowed to start without a proper break-van or carriage in which the guard could ride at the rear of the train, and the inefficient manner in which the tail-light was attached, show that the supervision exercised is insufficient, and I am to point out, that had the guard ridden on the last carriage of the train, and been provided with proper means of communication with the driver, the latter must immediately have been made aware of the fact of the waggons in rear of the train having become detached.

My Lords trust that the Directors have already taken into consideration the fact, that the station-master at Tranent allowed the engine-driver and fireman of the train to continue on the engine, although he considered that they were intoxicated, and that the Directors have caused the station-master in question to be severely punished for a proceeding so fraught with danger to the public; and I am to request you to inform their Lordships what steps have been taken in this matter. But I am, at the same time, to request you to draw the particular attention of the Directors to Major Yolland's remarks upon the length of time during which the engine-driver and fireman had been on duty. It would appear from the returns forwarded by you, which accompany Major Yolland's report, that it is the custom on the North British Railway, to employ engine-drivers on their engines for an *average* time, amounting in some cases to as much as sixteen hours per diem. I am to point out to you, that it is quite impossible that men, whose business it is to keep a continual good look-out, should be able to perform their duties properly if worked to so great an extent; and that if accidents arise from want of a good look-out, in which the drivers concerned have been overworked, the blame must rest chiefly upon those who have caused the men to be overworked.

As regards the accident on the 7th December, in the Calton Tunnel, it would appear that, at that part of the line, the traffic is nominally worked by means of

North British.

Collisions near Tranent 25th Nov. and in the Calton Tunnel on 7th Dec.

the electric telegraph, in the manner pointed out by the circular letter from this department of the 12th August last, but that in reality the regulations upon the subject have been allowed to be habitually neglected; and it is stated, that this neglect has occurred with the knowledge of one of the principal officers of the Company. If this be the case, the officer in question becomes personally liable for the accident; but, in any case, the fact of the continued disregard of a rule so important to public safety having been permitted upon a railway, proves that the system under which the traffic is worked is not adapted to secure that chain of responsibility, without which a large undertaking cannot be safely or satisfactorily conducted.

In both of these accidents waggons or carriages became detached through the imperfect nature of the couplings, and the want of some additional means of attachment between the carriages. This subject was discussed in Major Yolland's report on the accident which occurred on the 27th of November, at Reston, which has been communicated to the Company, and his remarks apply equally to the present cases.

My Lords consider that these circumstances exhibit a general want of system on the part of the Company, and, understanding that the recent accident has become a matter of investigation before the legal tribunals of Scotland, have directed that copies of Major Yolland's reports shall be transmitted to the Lord Advocate.

I have, &c.

To the Secretary of the North British Railway Company.

Douglas Galton,
Captain Royal Engineers.

Collision in Calton Tunnel on 7th Dec.

Railway Department, Board of Trade, Whitehall, December 30, 1854.

Sir,

In obedience to the instructions contained in your letter of the 9th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the collision which occurred in the Calton Tunnel on the North British Railway on the 7th inst.

At the Edinburgh Station there is a distance of 212 yards from the east side of the north bridge to the commencement of an incline of 1 in 78, of about 1870 yards in length, on which the Calton Tunnel occurs, the length of which is 407 yards, and its western mouth is about 470 yards from the east side of the north bridge. There are only two lines of rail through the tunnel, and as the Company are a good deal cramped for room, it is of very great importance that their traffic should be very regularly worked between Portobello and the Edinburgh Station. To facilitate this working, the Company have established telegraphic offices at Edinburgh, St. Margarets, and Portobello, and I enclose a copy of their printed regulations for the working of the Edinburgh Station, and also for the officers in charge of the East, Central and West Telegraph Offices, at Portobello, St. Margarets, and Edinburgh, in which I see nothing whatever to object to, and had they been in practical operation, the collision I have been directed to inquire into could not by any possibility have taken place.

The collision occurred in the following manner. The 11h. 45m. a.m. goods train from Dunse to Edinburgh, consisting of 23 loaded waggons and a break van, arrived at Leith Junction at 5h. 22m. p.m., and was then joined by pilot engine, No. 7, in accordance with a request transmitted by electric telegraph from Tranent, for the assistance of another engine up the incline, and the train proceeded with the pilot engine behind it, at the rate of 14 or 15 miles an hour, until it entered the tunnel; where, in consequence of the goods engine slipping on the rails, the speed diminished to 7 or 8 miles an hour, and the pilot engine was just emerging from the tunnel, when it was overtaken and run into by the 2h. 0m. p.m. passenger train from Berwick by Kelso to Edinburgh, which on arriving at Portobello at 5h. 20m. stopped to set down and take up passengers, and was then detained by the telegraphic officer at Portobello or the eastern office, for about five minutes; then proceeded towards St. Margarets and arrived there at about 5h. 30m., the "danger" signal being on at St. Margarets. The

driver of the passenger train states that the telegraphic officer at this, the central office, signalled to him with a green light to come forward, and permitted him to go up the incline, after telling him that a goods train was before him. The recorded interval of time at St. Margarets between these two trains was four minutes. The passenger train then went up the incline, travelling according to the statement of the driver at not more than 12 miles an hour, until he saw an " all right" signal light at the eastern end of the tunnel, but worked from the western telegraphic office, thus permitting him to enter the tunnel, when he increased his speed to about 15 miles an hour, and was proceeding at that rate when the collision occurred. The effect of this collision, beyond the damages to the two engines and tenders, and the goods break van, was to uncouple three out of four of the carriages and a break van, of which the train consisted, the van being in the centre, which, together with the three carriages, immediately commenced descending the incline. The head guard was rendered insensible and lay at the bottom of his van from the violence of the concussion, and he was therefore quite incapable of using the break ; the second guard, in the last carriage, when he attempted to apply the break, found that it would not work having been damaged by the collision, and he then attempted to crawl along the tops of the carriages so as to endeavour to reach the break van, but he did not succeed in getting beyond the top of the carriage next the van, before the descending carriages came in contact, near the Abbey Hill Bridge, with another pilot engine, which the central telegraphic officer had permitted to pass up the incline on its way for night duty at the Edinburgh station, when he was violently thrown into the open end of the break van on to the floor. The results of this second collision were very deplorable; one gentleman was so much injured internally that he died shortly afterwards, and very many others were more or less severely hurt, besides the damages to the carriages, &c.

The screw coupling between the carriage that remained attached to the Berwick train tender and the westernmost of those that ran down the incline was complete, and must have become unhooked by the shock, and the alternate hooks of the side chains between the same carriages were bent and broken.

These collisions were the result of the disregard of No. 4 regulation by the telegraphic officer at the central office at St. Margarets, in having first permitted the Berwick train to follow the Dunse goods train up the incline at an interval of four minutes, and when the goods train had not reached the western office at Edinburgh; and next in allowing the second pilot engine immediately to follow the Berwick train up the incline ; but the immediate cause of the first collision, without which the second would not have occurred, was the very culpable practice of showing a white or " all right" signal at the eastern mouth of the tunnel, before the goods train had reached the western office ; this practice being always adopted, I was told, unless it was known that a train had actually stopped in the tunnel.

I was informed by the general manager that these printed instructions had been forwarded to the locomotive superintendent by desire of the Directors, with instructions that they should be properly carried out by the telegraphic officers who were borne on his pay-list and were partly of his appointment, and under his control; but there is no doubt, that this particular regulation, No. 4, had been virtually set aside for a considerable period. The locomotive superintendent had resigned his appointment two days before this accident occurred, and I did not therefore see him, but the foreman of the locomotive department admitted that he was perfectly aware that this regulation was not followed, and that he had reported the fact to his superior.

I am at a loss to understand how such serious deviations from the printed instructions for the regulation of the traffic, and from the ordinary practice respecting fixed signals, could have escaped the notice of the superior authorities of the North British Railway Company at Edinburgh, and can only imagine it to have occurred from some imperfection in the chain of responsibility so necessary for the satisfactory working of all large establishments.

I have, &c.

Captain Galton, Royal Engineers, W. Yolland,
&c. &c. *Captain Royal Engineers, and Bt Major.*

North British.

Collision in the Calton Tunnel on 7th Dec.

To the Officers in charge of the Telegraph Offices at Edinburgh, St. Margarets, and Portobello.

1.—These offices are called,
The "West Telegraph Office," at the west end of Calton Tunnel.
The "Central Telegraph Office," at St. Margarets.
The "East Telegraph Office," at Portobello.

2.—The lines of railway between these offices will be directly worked by the parties in charge of them, and any regulation of the Company, at variance with these instructions, is, as far as the lines of railway between Portobello and Edinburgh are concerned, but no farther, hereby cancelled.

3.—Trains departing eastwards must not be allowed by the west telegraph officer to follow each other at intervals at variance with the instructions to the train despatcher of this date.

4.—Engines and trains shall not be permitted to follow each other past any of those offices at an interval of less than *five minutes*, nor (except in case of an engine having to call at the Leith Junction, or at the Lyes at St. Margarets and Rose Lane, see Clause 7,) until the line of railway between any one office and the next in the direction in which a train is passing has been reported to be clear.

5.—Any train following another past any of these offices at an interval of less than 10 minutes, must receive the caution signal, and an intimation of the number of minutes exceeding five which have elapsed since the passing of the previous train; this, by day, can be easily done by exhibiting fingers to represent minutes.

6.—Every departure and arrival must be reported by telegraph to the next office, the central office reporting to both the east and west offices.

7.—Engine-drivers having to call at Leith Junction, or at the Lye at St. Margarets or Rose Lane, must intimate the same to the previous telegraph office on passing. No engine-driver must call at Leith Junction or those Lyes, or either of them, unless such intimation has been given. The telegraph officer receiving such intimation must communicate the same to the office on the other side of those Lyes, and must also inform succeeding engine-drivers until the engine calling at those Lyes is reported to have arrived at the next telegraph station.

The parties to whom these orders are addressed, are severally charged with the responsibility of the execution thereof.

They take effect from this date.

The principal inspector and his deputies, in the passenger and goods departments, will be, from time to time, named by written notice to all necessary parties by the manager.

By order of the Directors,

Edinburgh, April 25, 1853. THOS. K. ROWBOTTOM,
General Manager.

Collision near Tranent on the 25th Nov.

Railway Department, Board of Trade,
Whitehall, January 4, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 29th November, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred near Tranent Station on the North British Railway, on the evening of the 25th November.

It appears from the evidence, that the 1.40 p.m. pick-up goods train from Dunbar to Edinburgh, did not leave Dunbar until 4.30 p.m. having been previously detained two hours at Edinburgh by the absence of the guard appointed to take charge of it, so that it did not reach Dunbar sufficiently early to leave at the appointed time.

The train proceeded in charge of this guard, who had only acted in that capacity for six weeks prior to the day on which the accident occurred, and on which his engagement with the Company terminated, he having given notice of his intention to quit, which intention he carried into effect, and could not be found in Edinburgh when I was there, so that I was unable to hear his statement respecting the collision, but I was supplied by the Company with a copy of his written report of the transaction.

The train proceeded safely, but apparently with considerable irregularity of driving, from Dunbar to within half a mile of Tranent Station, at which place three out of 15 waggons of which it was composed became detached, the remainder being taken on to the Tranent Station by 8.18 p.m., where the station-master was on the look-out for the 6.15 p.m. down express train which was then more than ten minutes over-due. On ascertaining what train it was, and hearing from the guard that he believed he had lost two waggons, the station-master very properly turned on the "danger" signal, to endeavour to stop the express, and as soon as practicable, telegraphed to Longniddry, the next station, with the same intent; he also directed the guard to go back on the line to look for the waggons, and to assist in stopping the express, but, before any effective measures could be accomplished, the latter train came up and ran into the detached waggons about 8·30 p.m., destroyed two of them, and threw the third obliquely across the up-line. The express train was travelling at its usual speed, not being timed to stop at Tranent, and, in consequence, the collision was a serious one, a lady having had her leg broken, and several passengers complained of being a good deal shaken.

The goods train was despatched from Edinburgh without a proper break van, and, there being none in store at Dunbar, it had to be sent back in the same state, and the two last waggons which had breaks on them were loaded.

The engine-driver and fireman of the goods engine were given into the custody of the civil authorities at Tranent, for being in a state of intoxication, by Mr. Rowbotham, the general manager of the Company, who came down from Edinburgh, immediately the accident was known, but the station-master had sent for a constable for the same purpose before Mr. Rowbotham arrived. The station-master at Linton, 14 miles from Tranent, reported on Monday the 27th November, that both the driver and fireman appeared to be in a state of intoxication when the train arrived there at 5.0 p.m. on the 25th, but that they did not seem incapable of doing their work. I consider that he was highly blameable in not having taken both of these men off the engine, and to have delayed the train rather than to have allowed it to proceed in charge of persons in a state of intoxication. The driver admitted that the fireman and himself had had a very small quantity of spirits before leaving Portobello at 1.10 p.m., but he asserted that they did not take any other drink, and contends that the heaviness and sleepiness which were so apparent on the arrival of the train at Tranent, were the effects of over fatigue from long hours of labour during the week. It is allowed that his hours of labour during that week amounted to sixteen per diem, and to ascertain if this were an exceptional case among the engine-drivers, I have obtained from the Secretary to the Company, and now enclose, two statements respectively showing the average number of hours worked per diem, and the average number of hours of running time of each passenger and goods engine-driver on the North British Railway, for the week ending on the 25th November.

The guard professes to have ridden on the fourth waggon from the end of the train, on account of its having had a good break, but there are strong grounds for thinking that he rode on the engine for a great portion of the way, aud that he got down from it when the train reached Tranent. The last waggon had a tail lamp when the train left Dunbar, but it was not properly fixed, but only hung by a piece of yarn, so that a following train might not have been able to see the red light.

The driver of the express train does not appear to have kept a good look-out, for, although he admits having seen the Tranent red light just before his engine struck the waggons, I have ascertained that this light could be seen 500 yards before arriving at the spot where the collision took place.

With respect to the cause of the accident, it was found that the drawhook belonging to the west end of the first of the three detached waggons was missing when they were examined half an hour after the collision occurred, and it is not known whether any side chains were used between these two waggons, as the Company had ordered them to be discontinued for goods trains, and it is probable, that the bolt or pin which secured the draw bar to the frame of the waggon, either broke or dropt out, possibly from the sudden jerk caused by bad driving, resulting from the state of inebriety in which the driver was; nevertheless, it is likely that the collision would never have occurred had the guard rode on the last waggon, and performed his duty in a proper manner when the three waggons became detached.

North British.

Collision near Tranent 25th Nov.

The Company's regulations do not, however, prescribe that a proper break van should be sent with every train, and in this respect, as well as in the disuse of side chains, and also as regards the number of hours during which they permit some of their engine-drivers to be worked, I am of opinion that their regulations and practice are highly dangerous to the public.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

W. Yolland, *Capt. Royal Engineers, and Bt. Major.*

(Enclosed in Colonel Yolland's Report.)

The North British Railway Company,

Sir, *Secretary's Department, Edinburgh, January* 2, 1855.

I now beg to send you inclosed two returns, which I have received from our locomotive department, as to the average hours of the engine-drivers on this line for the week ending 25th November last, the one showing the whole number of hours they were on duty, the other merely their running time. I regret this has been so long delayed.

Yours, &c.

Major Yolland, Railway Department, Board of Trade, Whitehall, London.

Jas. Nairne.

Statement showing the Average Number of Hours worked daily by each Passenger and Goods Engineman on the North British Railway, for Week ending on 25th November 1854.

Names.	Class.	Average. Daily Work.		Remarks.
		Hours.	Minutes.	
William Hamilton	Passenger	11	40	Had one day in shed.
Thomas English	do	9	35	
William Torrie	do	13	11	Had two days in shed.
William Handyside	do	10	18	Had one day in shed.
Richard Turbett	do	9	10	
Hugh Law	do	12	25	
William Fisher	do	9	17	
John Turbayne	do	13	40	Had four days in shed.
James Robertson	do	14	36	Had one day in shed.
William Stewart	do	14	39	do
Alexander Reid	do	10	12	do
John Leonard	do	9	12	
George Horsley	do	12	20	} Branch lines.
William Moffat	do	11	50	
David Thompson	do	12	15	
David Handyside	Goods	10	54	
James Henderson	do	11	45	
William Brown	do	12	15	
Andrew Paterson	do	12	42	
Henry Lawson	do	8	10	
Alexander Ross	do	11	25	
William Purves	do	15	30	Had two days in shed.
William Hall	do	12	52	
William Lawson	do	12	36	
Henry Harris	do	12	20	
Alexander Walker	do	14	54	Had one day in shed.
James Keitch	do	14	3	Had one day in shed.
Thomas Simpson	do	14	18	do
George Harper	do	12	10	
William Blair	do	14	45	Had one day in shed.
Andrew Swan	do	13	48	do
John Mobbs	do	13	–	
John Dickson	do	14	56	Had two days in shed.
Martin Roak	do	15	15	do
George Wilson	do	10	42	

STATEMENT showing the Average Number of Hours worked per Diem by each Passenger and Goods Engineman on the NORTH BRITISH RAILWAY, for the Week ending 25th November 1854.

Names.	Class.	Average Daily Work.	
		Hours.	Minutes.
William Hamilton	Passenger	11	40
Thomas English	do	9	35
William Torrie	do	13	11
William Handyside	do	10	18
Richard Turbett	do	9	10
Hugh Law	do	12	25
William Fisher	do	12	–
John Turbayne	do	12	8
James Robertson	do	16	–
William Stewart	do	15	–
Alexander Reid	do	12	–
John Leonard	do	9	12
George Horsley	do	12	20
William Moffat	do	11	50
David Thompson	do	12	15
David Handyside	Goods	10	54
James Henderson	do	11	45
William Brown	do	12	15
Andrew Paterson	do	12	42
Henry Lawson	do	8	10
Alexander Ross	do	11	25
William Purves	do	13	30
William Hall	do	14	–
William Lawson	do	14	12
Henry Harris	do	16	–
Alexander Walker	do	16	–
James Keitch	do	14	42
Thomas Simpson	do	12	30
George Harper	do	14	30
William Blair	do	16	–
Andrew Swan	do	16	–
John Mobbs	do	15	12
John Dixon	do	14	24
Martin Roak	do	15	12
George Wilson	do	10	42

The North British Railway Company,
Head Office, Edinburgh, January 26, 1855.

SIR,

I AM desired by the Directors to inform you that your letter of the 15th instant, with the two enclosures therein referred to, have been laid before them to day: and in reference to the request for information as to the measure of punishment inflicted upon the station-master at Linton, (erroneously called "Tranent" in your letter) I am authorized to inform you that as soon as the Directors were aware of the facts, a heavy fine was immediately imposed not only on him, but also on the agent at Drew, who appeared to have been guilty of a similar mistake. I myself mentioned this to Major Yolland when he was here, but he seems either to have forgotten it or overlooked it in his report.

Into the other questions raised by the reports, the Directors do not at present think it necessary to enter, although they do not agree with many of the inferences drawn, and are at variance with the reporter, even on some matters of fact.

I am, &c.
J. NAIRNE.

Captain Galton, R.E.,
&c. &c.

Railway Department, Board of Trade,
Whitehall, February 2, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th January relative to

North British.

Collision near Tranent 25th Nov.

an accident which occurred at Linton on the North British Railway, and in reply I am to express the desire of their Lordships to be informed what the matters of fact are, in relation to the report of Lieutenant-Colonel Yolland upon the before-mentioned accident, upon which the Directors of the North British Railway Company are at variance with that officer.

I am, &c.

The Secretary of the North British Railway Company.

Douglas Galton, *Captain Royal Engineers.*

SOUTH STAFFORDSHIRE RAILWAY.

Railway Department, Board of Trade, Whitehall, January 4, 1855.

South Staffordshire.

Collision at Bescot.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the inspecting officer, upon the accident which occurred at the Bescot Station of the South Staffordshire Railway on the 8th ult.

My Lords are glad to hear that the Company are taking steps to prevent a recurrence of a similar accident by the alteration of the siding at which the accident occurred; and they will be glad to hear that the recommendation of the inspecting officer as regards the increase of siding accommodation at this station has been carried into effect.

I have, &c.

The Secretary of the South Staffordshire Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Sir, *London, December* 16, 1854.

In compliance with the instructions contained in your letter of the 11th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 8th inst., at the Bescot Station of the South Staffordshire Railway.

The Bescot Station is about 9½ milesto the north-west of Birmingham, and is the site of a junction of the South Staffordshire and Grand Junction Railways. The amount of goods traffic at the junction is very great. The station is the joint property of the London and North Western and South Staffordshire Railway Companies, but is managed by the former Company, and worked by their servants. Any alterations to the sidings at the north of the station, would necessarily be made by the South Staffordshire Railway Company: and, if the London and North Western Railway Company required any such alterations, they would be obliged to apply to the South Staffordshire Company to carry them out. The London and North Western Railway Company find locomotive power for the South Staffordshire Railway.

The circumstances of the accident were briefly these:—

As the 6.10 p.m. South Staffordshire passenger train from Walsall, was approaching the Bescot Station, at 6.25, about seven minutes late, on the evening of the 8th instant, drawn by an engine belonging to the London and North Western Railway Company, the engine struck the corner of a goods waggon, which was projecting from a siding towards the main line. The goods waggon was swung round by the blow, and, after striking the tender, came in contact with the carriages behind it, four of which, being thus suddenly checked in their career, were thrown off the line and much damaged. The engine ran forward without leaving the rails, having been separated from the train by the pulling out of the draw-bar of the tender, and the carriages and vans in the rear of the train were stopped, almost uninjured, behind the wrecks of the four carriages which were thrown off the line; but, of the passengers who occupied these four carriages, upwards of twenty were unfortunately more or less injured: one of these has since died, and two others are still in a dangerous state.

The enclosed plan, with which the general manager of the South Staffordshire Railway has been so good as to supply me, shows very clearly the details of the results of the accident, and will enable me to explain how it occurred.

It will be seen that there is a long siding—marked red—running from A to B, behind the station buildings, and communicating, at each end, with the main line of the railway, and that it was at the end A of this siding, that the catastrophe occurred; also, that there is a signalman's box at C, 60 yards from the point A. A man of the name of Dawson was in charge of this siding, and appears to have been particularly instructed, when appointed to that duty a month before the accident, to take care that danger should not occur by waggons being pushed too near the main line, or, in fact, beyond a chock-block which was affixed at the end of the siding.

The signalman stationed at the box C, whose name is Kenny, was also well aware of the necessity of keeping a watchful eye on the end of the siding, and its communications with the main lines, as he had been in charge of the siding, in the situation of Dawson, until a month before the accident; when he was appointed to attend to the junction signals, on account of the illness of the man who had previously had charge of them. Kenny came on duty at 5.42 on the evening of the 8th instant, heard the 5.40 p.m. train from Walsall pass the spot at which the accident afterwards happened, and, according to his own account, when the 6.10 p.m. train from Walsall approached, he lowered his signal from danger to caution, to invite its approach, as he did not know that the trucks in the siding had been disturbed after the former train had passed. Kenny admits that he saw lights about the siding after the 5.40 train had passed; but, as he did not receive a signal from Dawson, to intimate that trucks were to be put in at the B end of the siding, in accordance with the practice which had prevailed when he was employed in Dawson's situation, he did not consider it necessary to satisfy himself further as to the safety of the waggons at the A end of the siding, before signalling the passenger train to approach.

Dawson states that he put eight or ten waggons in the B end of the siding, at half-past five o'clock on the evening of the 8th, that he afterwards heard the 5.40 train from Walsall pass the other—the A—end of the siding, and that he then turned this train across to another line of rails. He afterwards returned to the B end of the siding, and found that some additional trucks had been placed in it during his absence; but he did not then take any measures to ascertain whether the A end of the siding was safe, which he would have had time to do before the arrival of the 6.10 p.m. train from Walsall.

The evening of the 8th was dark, and the duties of Kenny and Dawson in regard to the siding were, on that account, perhaps, more difficult to fulfil, although, undoubtedly, they ought to have been for this reason, the more careful. The siding is about 270 yards in length, and is therefore capable of holding some fifty waggons, whereas there were but forty-two waggons in it on this occasion; and thus, the fact is explained, of there having been thirty-seven yards to spare, at the B end of the siding, according to observations made after the accident.

The evidence of the driver of the passenger train is to the effect that he shut off his steam at the Dudley Junction, about a mile from Bescot, and only put it on again when he saw the Bescot signal lowered from danger to caution, to allow him to go through the station, where he was not due to stop. He felt but a slight shock when he struck the waggon, and did not even know what had happened until afterwards, when he returned to the spot. This man does not appear to have been in any way to blame.

The men, Kenny and Dawson, might, then, if they had taken greater precautions, have prevented this accident from occurring; but I do not wish to impute more blame to them, than that they were not as vigilant and zealous in the discharge of their duties as they might have been, because I consider that the siding should not have been left in such a condition as to have rendered the accident possible. I am happy to be able to state, that, with a view to prevent such accidents for the future, it is now proposed to add catch sidings, as shown in the plan, and marked DE, FG, and to keep the points at E and G locked, so that, if waggons in the siding are pushed from G towards E, they will run towards D, instead of running to the main line; and, if pushed from E towards G, they will run to F; and I trust, that, the keys of the points at E and G will be placed in the charge of responsible persons, such as the station-master and junction signalman, and that the recurrence of such an accident will thus be effectually guarded against.

South Staffordshire.

Collision at Bescot.

As it appears that the siding accommodation at Bescot is but very limited in proportion to the amount of the traffic, I take this opportunity of expressing a hope that it may be increased, at an early period, on both sides of the line; and I have no hesitation in making this remark, although it may not, at first sight, appear to be directly called for by the circumstances attending the accident in question, because I am convinced, from previous experience, that the want of sufficient siding accommodation is one of the most fruitful causes of accidents of this description. I may add, that I am given to understand that the Companies are anxious to make additions to the siding accommodation, and have only been deterred from doing so hitherto by the difficulty of obtaining the land required for the purpose.

Extract sent to the London and North Western Railway Company.

I may also remark, for the consideration of the London and North Western Railway Company, that I think it would be an improvement if the signal from Bescot towards Walsall were placed further from the station, and if another were added, nearer to the box of the signalman,—the two to act, respectively, as main and distant signals from that box.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, January 4, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to inform you that their Lordships have received a report from Captain Tyler upon an accident which occurred at the Bescot Junction of the London and North Western and South Staffordshire Railway, on the 8th ultimo, to a passenger train belonging to the South Staffordshire Railway Company.

In that report the inspecting officer alludes to the position of the signal from Bescot towards Walsall, and suggests that it should be removed to a further distance from Bescot.

My Lords direct me to forward an extract from the report bearing upon this subject, in order that it may receive the consideration of the Directors.

I have, &c.

The Secretary of the London and North Western Railway Company.

Douglas Galton, *Captain Royal Engineers.*

London and North Western Railway, General Manager's Office, Euston Station, January 9, 1855.

Sir,

In answer to your letter under date the 4th instant, the superintendent of the northern division of the line, to whom it was referred, reports as follows: "I see no objection to the signal being removed, nor to an additional signal "being placed. As this is in the hands of the South Staffordshire Company, "will you please write to Mr. M'Clean."

Under these circumstances, the proper course would, I think, be to communicate with the South Staffordshire Company; but should you prefer our doing so, we shall be happy to undertake the duty.

I have, &c.

Captain Galton, R.E., Railway Department, Board of Trade.

M. Huish.

Railway Department, Board of Trade. Whitehall, January 10, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, with reference to the report of Captain Tyler, R.E., upon the accident at Bescot Junction, to state that my Lords have been informed by the London and North Western Railway Company, that the signals at that junction are under the control of the South Staffordshire Railway. My Lords, therefore,

trust that Captain Tyler's recommendation as to the desirableness of altering the position of the signal in the direction of Wolverhampton will receive the consideration of the Directors.

I am, &c.

The Secretary of the
South Staffordshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 10, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 9th inst., in reply to a communication of the 4th inst. from this department, respecting the removal of the signal at Bescot Junction, and to state that their Lordships have directed a communication to be made to the South Staffordshire Railway Company on the subject.

I am, &c.

The Secretary of the
London and North Western
Railway Company.

Douglas Galton,
Captain Royal Engineers.

London and North Western Railway.
General Manager's Office,
Euston Station, January 26, 1855.

Sir,

In reply to your letter under date the 19th instant, I beg to hand you copy of a report I have received from our superintendent, which will explain to you the position of the signals at Bescot.

I am, &c.

Captain Galton, R.E.
&c. &c.

M. Huish.

London and North Western Railway,
Warrington, January 25, 1855.

Signals at Bescot Junction.

Dear Sir,

All the signals at this junction standing on the London and North Western ground are the property of this Company.

The signal to which Captain Tyler refers, and wishes altering, is the property of the South Staffordshire Company, therefore that Company can alone alter its position. All the signals are *worked* by the London and North Western signalmen.

I met Mr. Payne and Mr. M'Clean at Bescot yesterday, when they agreed to remove the signal in accordance with Captain Tyler's suggestions.

I am, &c.

Captain Huish.

R. S. Norris.

South Staffordshire Railwa
General Manager's Office,
Walsall, January 27, 1855.

Sir,

We have had a meeting with the London and North Western Company in reference to the recommendation contained in Captain Tyler's report on the Bescot accident, and this Company has undertaken to alter the signals accordingly.

I may also state that plans are under consideration for increasing the siding accommodation at that junction, the result of which you shall be duly informed.

I am, &c.

Capt. Douglas Galton, R.E.
&c. &c.

J. D. Payne.

LONDON:
Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of January and February,

1855.

Presented to both Houses of Parliament by Command of Her Majesty,
May 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1931

TABLE OF CONTENTS.

BIRKENHEAD, LANCASHIRE, AND CHESHIRE JUNCTION RAILWAY :
Report on an accident which occurred on the 29th January near Mollington Station, in consequence of a portion of a train becoming detached from the engine - - 3
BRISTOL AND EXETER RAILWAY :
Report on an accident which occurred on the 8th February at Tiverton Junction Station, in consequence of a collision between a goods train and a special express passenger train - - - - - - - - - - 4
CALEDONIAN RAILWAY :
Report on an accident which occurred on the 16th January near the Bishopton Station, in consequence of a collision between a passenger and a mineral train - 6
DUBLIN AND DROGHEDA RAILWAY :
Report on an accident which occurred on the 19th February at the Drogheda Terminus, in consequence of a collision between a passenger and a goods train - - 7
EASTERN COUNTIES RAILWAY :
Report on an accident which occurred on the 14th January in the Thetford Station, in consequence of a collision between a passenger train and two carriage trucks - 9
EDINBURGH AND GLASGOW RAILWAY :
Report on an accident which occurred on the 2d January at the Larbert Junction, in consequence of a collision between a passenger train and a goods train - - 10
GLASGOW AND PAISLEY JOINT RAILWAY :
Report on an accident which occurred on the 22d February near Glasgow, in consequence of a collision between two passenger trains - - - - - 12
GREAT NORTHERN RAILWAY :
Report on an accident which occurred on the 1st January at Doncaster Station, in consequence of a train leaving the line - - - - - - - 16
Report on an accident which occurred on the 3d January at the Leeds Central Station, in consequence of a train leaving the line - - - - - - 17
Report on an accident which occurred on the 18th January in the King's Cross Tunnel, in consequence of the fracture of the tire of a wheel of a third-class carriage - 18
GREAT WESTERN AND SOUTH WALES RAILWAYS :
Report on an accident which occurred on the 12th January near the Gloucester Station, in consequence of a collision between a passenger train and a goods train - - 20
LONDON AND NORTH WESTERN RAILWAY :
Report on an accident which occurred on the 22d February near the Four Ashes Station, in consequence of the fracture of the tire of a wheel of a waggon - - 22
Report on an accident which occurred on the 25th February near the Preston Brook Station, in consequence of a carriage leaving the rails - - - - - 23
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY :
Report on an accident which occurred on the 31st January between the Woodhead and Hadfield Stations, in consequence of the fracture of the tire of a wheel of a second-class carriage - - - - - - - - - - 25
Report on an accident which occurred on the 14th February on the Barton Branch, in consequence of a collision between an engine and a passenger train - - 28
MIDLAND RAILWAY :
Report on an accident which occurred on the 16th January at the Ullesthorpe Station, in consequence of a collision between two goods trains - - - - - 32
Report on an accident which occurred on the 22d February at Rugby, in consequence of a collision between two passenger trains - - - - - - - 33
Report on an accident which occurred on the 22d February near Wigston, in consequence of a train leaving the rails - - - - - - - - 35
Report on an accident which occurred on the 27th February at the Knighton North Junction, in consequence of a collision between two goods trains - - 35
NORTH EASTERN RAILWAY :
Report on an accident which occurred on the 19th January near the Brough Station, in consequence of the fracture of the connecting rod of an engine - - 37
Report on an accident which occurred on the 19th February between the Cramlington and Killingworth Stations, in consequence of the fracture of the tire of a wheel of a first-class carriage - - - - - - - - - - 38
SCOTTISH CENTRAL RAILWAY :
Report on an accident which occurred on the 11th January near the Bannockburn Station, in consequence of a collision between two goods trains - - - - - 42
SOUTH DEVON RAILWAY :
Report on an accident which occurred on the 20th February at the Brent Station, in consequence of a train leaving the rails - - - - - - 45
SOUTH STAFFORDSHIRE RAILWAY :
Report on an accident which occurred on the 27th February on the Dudley Incline, in consequence of the couplings of a waggon giving way - - - - - 46
SOUTH WALES RAILWAY :
Report on an accident which occurred on the 3d January near the Carmarthen Station, in consequence of an engine leaving the rails - - - - - - 48

RAILWAY ACCIDENTS.

BIRKENHEAD, LANCASHIRE, AND CHESHIRE JUNCTION RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 13, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer, of his inquiry into the circumstances attending an accident which occurred on the 29th ultimo, near the Mollington Station of the Birkenhead, Lancashire, and Cheshire Junction Railway.

Birkenhead, Lancashire, and Cheshire Junction.

Collision near Mollington.

My Lords direct me to request you to call the attention of the Directors to the concluding remarks in the report, in which the inspecting officer states that this accident would probably have been prevented had a means of communication existed between the engine-driver and the guard of the train. I am at the same time to observe that, in August last, this subject was, by my Lords' instruction, brought under the notice of the Company, and to express their Lordships' hope that the Directors will no longer delay to make some provision in the matter.

I am, &c.

The Secretary to the
Birkenhead, Lancashire, and Cheshire
Junction Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, *Parliament-street, February* 9, 1855.

Sir,

In compliance with the instructions contained in your letter of the 1st instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 29th January, near Mollington Station, on the Birkenhead, Lancashire, and Cheshire Junction Railway.

Mollington Station is situated about two miles and a half from Chester, and there is a gradient of one in 330 falling towards Chester for about one mile on the Birkenhead side of Mollington, and extending to the Mollington Viaduct over the Ellesmere Canal, half a mile on the other side of Mollington, where the gradient changes to one in 660, still falling towards Chester.

On the morning of the 29th ultimo, the 9h. 45m. passenger train from Birkenhead to Chester had arrived within about half a mile of Mollington Station when the driver states that he became aware, from the engine increasing its speed, that he had lost a portion of his train, which consisted of three carriages and one van, the morning being so very foggy that, it is said, it was impossible to see the length of two carriages, whereupon he sounded the whistle, and kept the engine going at her regular speed until he reached the Mollington Viaduct, where he shut off the steam, applied the tender break, and stopped shortly before he reached Upton Bridge, which is about a mile on the Chester side of Mollington. That as soon as he had stopped he listened, and, on hearing the train following him, he immediately set on the steam again and sounded the whistle, and had just got the engine in motion when the carriages came up and ran into the tender, damaging one of the carriages, and by the recoil breaking the screw coupling between the first and second carriage, and causing both side chains to unhook, and doing serious injury to one gentleman and bruising seven or eight of the other passengers.

The guard of the train states that a short distance north of Mollington he thought that the train was slackening speed, and that he put on the break when he had passed Mollington about a quarter of a mile, and kept it in that state until the collision took place. The distance between Birkenhead and Chester

Birkenhead, Lancashire, and Cheshire Junction.

Collision near Mollington.

is 15 miles, and the time allowed to this train is 30 minutes, stopping at two places to set down and take up passengers, and one to collect tickets; the speed is therefore necessarily not far short of 40 miles an hour. Still, I am of opinion that had the break been put on at a quarter of a mile beyond Mollington, so light a train should have been brought to rest in less than three-quarters of a mile, and I conclude the guard must have mistaken the spot at which he applied the break.

The original cause of the accident was the breaking of the screw coupling between the tender and the first carriage, as it is not customary, I believe, on any line of railway to use side chains between the tender and the first carriage, on account of the greater liability of the engine and tender to quit the rails; but the collision would in all probability have been altogether avoided had any means of communicating existed between the driver and guard. It is also likely that it would not have occurred had the driver not stopped, but run on to Chester, or had the guard more promptly applied his break; but the nature of the morning may have kept both parties in a state of considerable uncertainty for some time as to an actual separation of the train having taken place.

I have, &c.

Captain Galton, Royal Engineers,
&c. &c. &c.

W. Yolland,
Lieut-Col. Royal Engineers.

Birkenhead, Lancashire, and Cheshire Junction Railway,
Secretary's Office, Monk's Ferry,
Birkenhead, February 17, 1855.

Sir,

I have laid your letter of the 13th instant, and Major Yolland's report, before my Directors, and I am instructed to inform you that the Company's engineer has been requested to communicate with the engineers of the railways worked in connexion with this Company, for the purpose of endeavouring to carry out a mode of communicating between the guards and the engine-drivers.

I am, &c.

Captain Galton, R.E.
&c. &c.

John Gibson,
Secretary.

BRISTOL AND EXETER RAILWAY.

Railway Department, Board of Trade,
Whitehall, March 8, 1855.

Bristol and Exeter.

Collision at Tiverton Junction Station.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Lieut.-Col. Yolland's report upon the accident which occurred at the Tiverton Junction Station of the Bristol and Exeter Railway on the 8th ultimo.

My Lords direct me to observe that this accident would probably not have occurred had the railway been worked with the assistance of the electric telegraph, and I am to suggest that even if the Directors should not consider it expedient to adopt this method of working the line to the full extent pointed out in the circular letter from this department of the 12th August 1854, yet that (provided the Company reserve one or more wires for the exclusive service of the railway) it might be advantageously adopted to a modified extent for giving information as to the position of trains.

I am, &c.

The Secretary of the
Bristol and Exeter Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, March 3, 1855.

Sir,

In compliance with the instructions contained in your letter of the 19th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with a collision which occurred on the 8th February at Tiverton Junction Station on the Bristol and Exeter Railway.

It appears from the evidence that, in consequence of the quantity of snow which had fallen on the 8th February, the nature of the weather, and the state of the rails, there was very considerable delay beyond the appointed hours of departure from Bristol, of certain trains that usually await the arrival of others, belonging to other lines of railway, so that the 11h. 30m. a.m. down goods train from Bristol to Exeter, did not leave until 1h. 23m. p.m., and having had to be shunted at various stations, for passenger trains delayed by the same causes, it necessarily lost more time, and did not reach Taunton until 6h. 55m. p.m. It left Taunton at 7h. 55m. and reached Wellington at 8h. 35m. The train, which consisted of 27 waggons, was here divided into two parts, and, in the usual manner, separately taken up to the head of the White Ball tunnel incline of about 1 in 80, and thence taken on, with the hinder part of the train in front, to Tiverton Junction, instead of waiting to re-form the train at the head of the incline, as the guard considered that the latter operation could be more safely performed at Tiverton Junction. The train reached this station at 10h. 55m., and the guard was occupied in re-forming his train, when a down special express from Bristol arrived and run into the aftermost waggon at about 11h. 5m., damaging the break van and some of the waggons, one of which was forced up and fell on the down platform and against the brick wall of the station house, which it partly destroyed: no person was hurt.

By a recent arrangement between the Great Western, Bristol and Exeter, and South Devon Railway Companies, it was agreed that when the arrival of passenger trains at Bristol and Exeter had been delayed beyond a certain time, the passenger trains appointed to start from Bristol and Exeter, should not await their arrival; but the passengers arriving by those delayed trains were to be forwarded by an extra or special train.

On the night of the 8th February the ordinary express train from Bristol to Exeter left Bristol at 8h. 30m. p.m., instead of at 8h. 0m., having been detained by the non-arrival of a Midland train. This train carried the usual signal lamp, to denote that a special train would follow; and this special train left Bristol at 9h. 40m. or 1h. 10m. after the ordinary express. The driver was cautioned to keep a good look-out for the ordinary express; and on leaving Taunton was told that the goods train was gone between three and four hours. According to his own statement he left Taunton at 10h. 55m., and the collision, he says, took place at 11h. 18m., so that he was 23 minutes in running the 16 miles, which is nearly at the rate of 42 miles an hour; that he shut off the steam about 2 miles short of Tiverton Junction, as he was anxious to diminish his speed on account of its being a junction, and considering the nature of the night; and that, as he was unable to see the station signal at the usual place, which is about $1\frac{1}{2}$ or $1\frac{3}{4}$ miles from the station, he sounded the guard's break whistle and applied his own break; but the first intimation he had that there was any actual danger, was when he arrived within 400 yards of the station, when he saw the guard's lamp waving to and fro, and the tail lamps of the goods train, and then he reversed his engine, but could not bring his train to rest without coming into collision with the goods train. It is said the speed had been reduced to 7 or 8 miles an hour, or less, when the trains came in contact.

All the statements agree as to the night being a very rough one; but they differ as to the distance which could be seen through the snow storm. The guard of the goods train states that he saw the lights of the special express train when it was $1\frac{1}{2}$ miles from the station; and, finding that it did not pull up, he went back a short distance and waved his lamp.

The policeman on duty never recollected heavier weather; and the driver and fireman of the special express engine declare that they could not see the station signal, even when the hand lamp and the tail lamps of the goods train were visible. The state of the station signal lamp was looked to about 1h. 0m. a.m., and the face of the glass was then found to be three-fourths covered with snow, and this circumstance will probably account for the light not being sooner seen.

No precautions were taken to protect the rear of the goods train by sending out a policeman with detonating signals; and it certainly appears to me that, considering the nature of the night, the night booking porter, who was in charge of the station in the absence of the station-master, neglected his duty in not having sent a policeman back with fog signals to stop the special express;

Bristol and Exeter.

Collision at Tiverton Junction Station.

but he urged that he was occupied in endeavouring to get the goods train away, and the policeman was assisting also.

On the other hand, as the station signal could not be seen at the usual spot, I am of opinion that the driver of the special express train did not take the proper steps, and was not sufficiently careful to diminish his speed as he approached the station, so as to have had it in his power to stop in a short distance.

I am informed that the Bristol and Exeter Railway Company, with the view of preventing similar accidents, have now determined that all their special trains shall stop at every station; but this arrangement does not hold out the same chances of safety to the public as the system which has for years been in operation on the South Devon Railway, of working the whole of the traffic by the aid of the electric telegraph.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

CALEDONIAN RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 20, 1855.

Caledonian Railway.

Sir,

Collision between Passenger and Mineral Train.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract of a report received from the inspecting officer appointed by their Lordships to inquire into the circumstances attending an accident which occurred on the 16th ult., near the Bishopton Station on the Greenock section of the Caledonian Railway, and to state that my Lords trust that the recommendation of the inspecting officer, that a break van should be attached to the rear of every mineral train, may receive the careful consideration of the Company.

I am, &c.

The Secretary of the
Caledonian Railway Company.

Douglas Galton,
Captain Royal Engineers.

The Bishopton Station is twelve miles to the west of Glasgow.

As the 11 a.m. passenger train from Glasgow to Greenock was leaving the Bishopton Station at 11h. 30m. on the 16th inst., a mineral train, travelling on the other line of rails in the opposite direction, approached that station from the westward; and, as the trains passed each other, some trunks at the rear of the mineral train left the rails, and one of them fell on the other line, within twenty-five yards of the approaching passenger engine. The result of the concussion which followed was, that the passenger train was stopped rather suddenly, and twelve of the mineral waggons were broken to pieces; but the guard of the mineral train was fortunately the only person who received any injury.

The accident happened at 250 yards from the station, and the trains were not either of them proceeding at a greater speed than ten miles an hour at the time of its occurrence, as the one had just started from, and the other was about to stop at the station.

The cause of the accident appears most clearly from the evidence of the breaksman of the mineral train. This man was riding in the fourteenth waggon from the rear of the train, when he suddenly observed that the waggon in front of him was, to use his expression, falling, and that it then left the rails. He afterwards saw this waggon lying at the side of the up line, (the line on which he was travelling,) and noticed that it had only one axle, and that the other axle had been broken about six inches from the wheel, and that the two portions, with the wheel to which they were attached, were lying between the waggons in the rear. It appears that the four first waggons were not run over by the passenger train; but that the fifth, after having been so run over, was precipitated into the ditch on the other side of the down line, and that six of the waggons behind these were broken to pieces by concussion with those that were in the rear of them. The breaksman himself had a narrow escape of his life. When he first perceived his danger he attempted to leap from the waggon in

Caledonian Railway.

Collision between Passenger and Mineral Train.

which he was riding, but, as he says, the waggon jumped with him, and, in the fall, his side was thrown against that of the waggon with considerable violence. He then rolled against his will into the waggon, and seeing the passenger train coming he made the best of his way out of it again, and sought safety on the bank at the side of the line, whilst the waggon was knocked to pieces.

I am informed that the usual position of the breaksmen of these mineral trains is in the last waggon, and that trains of this nature, running for short distances at irregular hours, and with uncertain loads, are not provided with break vans because it is believed that a considerable amount of extra work would be entailed on the men by the addition of such incumbrances. This poor man's position, would, however, have been a comparatively safe one, if he had been in a stout van at the rear of the train; and I hope that the Company will, for this reason, as well as on account of the many other advantages which would be afforded by the addition of break vans to their mineral trains, cause each of them to be accompanied by one at least, whenever it may be possible, even at the risk of a little more work being thereby entailed upon their servants.

The waggons of the mineral train, 36 in number, were, with the exception of three or four in the front of the train, the property of Mr. Dixon, of Govan, near Glasgow. Before leaving Greenock on the morning of the 16th instant, they were inspected in the usual manner by the waggon inspector in the employment of the Caledonian Railway Company at that place, and were all, according to his statement, found to be in good order. It appears, that Mr. Dixon runs, on the average, about two trains per diem on the Greenock line, and that the waggon inspector of the Railway Company, without keeping any register in regard to them, simply makes an inspection of them before they start, and hands over to Mr. Dixon's man for repair any which he does not consider to be in sufficiently good order. There can be no doubt that, in a cursory inspection of this nature, defects may be overlooked which would not be allowed to exist if the waggons were regularly registered and numbered; if all the particulars of each waggon were from time to time recorded, and if critical examinations were made of them at stated periods, as would doubtless be done if they were the property of the Railway Company.

The Secretary to the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

DUBLIN AND DROGHEDA RAILWAY.

Dublin and Drogheda.

Collision at the Drogheda Terminus.

Railway Department, Board of Trade,
Whitehall, March 28, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from the inspecting officer appointed to inquire into the circumstances connected with the accident that occurred, on the Dublin and Drogheda Railway, on the 19th ult.

My Lords regret to learn from the above report that this accident appears to have been attributable to the engine-driver of the goods train having been overworked. My Lords direct me to observe, for the consideration of the Directors, that the blame of accidents from this cause must rest upon those in whom the management of the railway is vested, rather than on the subordinate servants whose energies are overtaxed.

My Lords, therefore, trust that the Directors will not allow motives of false economy to prevent them from remedying a system so fraught with danger to the public.

I am, &c.
Douglas Galton.
Captain Royal Engineers.

The Secretary of the
Dublin and Drogheda Railway Company.

Railway Department, Board of Trade,
Whitehall, March 19, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with a collision that occurred, at the Drogheda

Dublin and Drogheda.

Collision at the Drogheda Terminus.

terminus of the Dublin and Drogheda Railway, on the 19th February, and I have to report the following particulars.

The platform of the Drogheda Station is situated a short distance to the north of the junction of the Navan and Kells Branch Railway; a lofty post signal, visible a great distance off, protects the approach to the junction, as well as to the station, along the main line, and a distant signal extends down the branch. At present the down platform at Drogheda is used for both arrivals and departures.

On the 19th February the 8.35 p.m. up passenger train was started from the Drogheda Station about five minutes after time. It had not proceeded above a few yards when the driver of it heard the noise of an approaching train; he immediately reversed his engine, and had hardly done so when he was run into by a down goods train. According to the statement of the signalman at the junction, the red light was turned on and he was on the look out when the goods train came in sight, and seeing it continue to approach he waved his hand lamp, but the train still advanced, and as it passed him he saw both driver and fireman sitting down apparently asleep. The statement of the signalman that the red light was turned on is confirmed by the guard of the goods train, who says that he was on the look-out and saw it, and finding that the speed of the train was not reduced approaching the station, he applied the break, but it was of no avail. If (as I think was the case), the driver of the goods train and his fireman *were* asleep, it is a subject for inquiry to ascertain whether the amount of work these men had to do, was such as to extenuate so serious an offence.

I find that for the last six months the driver of the goods train has had to begin work at 5 a.m., and that his work is not over till about 10 p.m., but he may be detained later and he might be on duty for 17 hours. During this time he has a broken interval of not quite three hours rest, the remainder of the time he is hard at work, no matter what the state of the weather may be. Sunday is not a day of rest, though the work is much lighter. There can be no question that such an amount of continuous work must tax too severely the physical condition of any man; and the Directors of the Company, in permitting such a state of things to exist, have incurred a serious responsibility. The Chairman of the Company informed me that the Directors did not defend the amount of work imposed on the driver, which they considered too much, and that as soon the circumstance was brought to their knowledge by the collision an additional driver and fireman had been appointed to assist. As the amount of work imposed on the driver of the goods train appears to have been done without the knowledge of the Directors, and further that it was not of recent infliction, I would suggest that the Directors should not limit their inquiries to the Drogheda Station, but examine and see that similar objectionable practices do not exist elsewhere.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lieutenant Colonel, R.E.

Dublin and Drogheda Railway Company,
Dublin Terminus, Dublin, March 30, 1855

Sir,

I beg to acknowledge the receipt of your communication of the 28th inst. enclosing a report from Colonel Wynne on the collision of the 13th ultimo, and the remarks of the Lords of the Committee of Privy Council thereon; and I am requested to state that (as is mentioned in Colonel Wynne's report) it is not the desire of the Directors that any of their servants should be overworked, and that as soon as the fact was brought under their notice they appointed extra men for the duty.

I am also instructed to state that careful inquiry has already been made if any similar instance existed on any portion of the line, and they find that of the several classes of drivers, firemen, guards, and pointsmen there are none who are overworked, or who are on duty for an unreasonable number of hours.

I have, &c.

J. P. Culverwell,
Secretary.

To the Secretary of the Railway Department,
Board of Trade, Whitehall, London.

EASTERN COUNTIES RAILWAY COMPANY.

Railway Department, Board of Trade,
Whitehall, February 19, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer, upon the circumstances attending a collision which occurred at the Hertford Station of the Eastern Counties Railway on the 14th ultimo.

My Lords direct me to request that you will call the attention of the Directors to the remarks of the inspecting officer upon the desirableness of rendering it imperative that, when in entering stations trains are propelled by the engine from behind, such engine should be coupled to the train.

I am, &c.

The Secretary of the
Eastern Counties Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 31, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, with the result of my inquiries into the circumstances connected with a collision that occurred at the Hertford Station of the Eastern Counties Railway on the 14th inst.

The terminal station at Hertford has but one platform for arrivals and departures, and the mode of working the trains into it is by detaching the engine from the front when it draws up at the ticket platform, then taking the engine round to the rear of the train and propelling it into the station; there are no instructions or orders in existence as to how this operation is to be effected.

On the evening of the 14th, the 7.20 train from London arrived at the ticket platform; it consisted of seven carriages, to one of which was attached a break worked from the top of the carriage. Two occasional guards (the day being Sunday) accompanied the train; one was an experienced hand; the other had not performed the duty of guard more than a few times; it was the latter who was placed in charge of the break, whilst the other guard occupied a parcel compartment close to him. When the train reached the ticket platform, the night porter, according to what has been the usual custom, unhooked the engine, and when it got round to the rear of the train he did not hook it on again; and as far as I could learn it has been left to the discretion of this man to determine whether the train shall move into the station coupled or uncoupled. It appears that as soon as the train stopped at the ticket platform, the guard at the break, having been taken suddenly ill, had to leave his break; he says he called out to the other guard telling him he was obliged to leave his break, but he did not wait to ascertain whether he was heard or not. The guard who remained with the train was occupied, he states, with unlocking the carriage doors on the off side as the train had to start immediately on its return journey, and he did not hear the guard who should have worked the break call out to him. His attention was first aroused by finding the train moving into the station quicker than usual, and he then became aware that the carriage break was not manned; he endeavoured to reach the break, but was unable to do so before the leading part of the train came in contact with two carriage trucks which were standing at the far end of the station. It was stated to me that neither the trucks or carriages sustained any injury, the train must therefore have been moving very slowly, and no doubt could have been stopped had the break been manned. The driver took the signal to push the train in from the night porter, which is contrary to the printed regulations, which directs that the train is to be started by the guard's whistle; had this regulation been attended to there can be little doubt that the collision would have been avoided. The regulation which places the starting of the train under the control of the guard is a most important one to enforce, as it gives security for his being at his post and on the alert. Had the guard been at his break, or the engine coupled on to the train, the collision would in either case have been avoided. For the first both the guard and the engine-driver are in fault; the former for deserting his post, the latter for starting

Eastern Counties.

Collision at the Hertford Station.

without the proper signal; for the second, the Company is responsible, as there is no rule laid down forbidding engine-drivers from shunting trucks or carriages without first coupling on to them—such a rule embodies a general principle, and its not finding a place in the book of printed rules and regulations is a serious omission chargeable to the Company.

I am, &c.

The Secretary of the Railway Department, Board of Trade. — Geo. Wynne, *Lieut.-Col. Royal Engineers.*

Eastern Counties Railway, Secretary's Office, Bishopsgate Station, London, February 20, 1855.

Sir,

I beg to acknowledge the receipt of your favour of the 19th inst., which I will not fail to submit to the Directors.

I am, &c.

Captain Douglas Galton, R.E., &c. &c. — J. B. Owen, *Secretary.*

EDINBURGH AND GLASGOW RAILWAY.

Railway Department, Board of Trade, Whitehall, February 20, 1855.

Edinburgh and Glasgow.

Collision at the Larbert Junction.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer, upon the circumstances attending an accident which occurred, on the 2d ult., at the Larbert Junction of the Edinburgh and Glasgow Railway, and to request that in laying this report before the Directors you will call their attention to Captain Tyler's remarks upon the signals in use at this junction, and express to them their Lordships' hope that immediate steps will be taken to alter them in accordance with the inspecting officer's recommendation.

I am, &c.

The Secretary of the Edinburgh and Glasgow Railway Company. — Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, January 31, 1855.

Sir,

In compliance with the instructions contained in your letter of the 5th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 2d instant, at the Larbert Junction of the Edinburgh and Glasgow Railway.

The Larbert Junction, a mile to the south of the Larbert Station, and eight miles to the south of Stirling, is the point at which the Stirlingshire Midland Branch of the Edinburgh and Glasgow Railway joins the main line of the Scottish Central Railway. The junction is worked by the Edinburgh and Glasgow Railway Company, and that Company is responsible, as well for the arrangement of the signals, as for the person appointed to work them. There are not any main signals at the junction, but there are three distant signals, one on the branch, and one in each direction on the main line, which are worked by wires, from levers situated near the signalman's box. The signal on the branch is 146 yards from the nearest point of danger at the junction, and 221 yards from the lever by which it is worked, and it may be seen for 600 yards, so that 746 yards is the distance from the first sight of the signal to the point of danger. The signal on the branch is always kept at "danger," unless when it is taken off for the passage of a train; but the signals on the main line are not, either of them, kept at "danger," excepting when a train is passing from the branch to the main line, or when any particular obstruction makes it necessary that they should be so: the north signal on the main line stands, however, "at caution," in order to warn all trains proceeding to the south, to pass slowly over the facing points leading from the up main line to the branch.

Edinburgh and Glasgow.

Collision at the Larbert Junction.

On the 2d inst., as the 2 p.m. goods train from Perth was passing the junction on its way to the south, on the main line, at 5.10 p.m., the 4 p.m. passenger train from Edinburgh, running from the branch to the main line, came into collision with it, striking the second waggon from the engine; and two passengers, as well as the guard of the passenger train, were injured.

There appears to be no doubt that the signal on the branch showed "danger" as the passenger train approached it, and that the driver disobeyed it when he passed from the branch to the main line. I have not had an opportunity of examining this driver, as he is stated to have disappeared half an hour after the accident, and not to have been seen since; but I learn from the evidence of the guard, that, in reply to a question which he put to the driver after the accident, the latter said that he expected to have been allowed to pass the signal, and had not accordingly decreased his speed sufficiently to enable him to stop before the collision took place; as also, that he thought the goods train would have been brought to a stand before it arrived at the junction. The guard states further, that, after the collision, when he was going back with his lamp to protect the train, the driver told him that *he* would go to Grahamston, ($1\frac{1}{2}$ miles to the rear,) to tell the signalman at the bridge near that place not to allow anything to pass, and that, having gone off in that direction, he did not return.

The driver also disobeyed one of the printed rules of the Company, which I will here quote.

"Enginemen coming off the branch on to the main lines at Polmont and "Larbert are to do so at such a speed that they will be able to *stop before* "going on to the main lines if necessary, *whatever signal may be exhibited.*"

This rule places upon the driver, the responsibility of guarding against the chance of a collision of the nature of that which took place on the occasion in question, whatever signals he may receive, and, in fact, if it be acted up to, it almost does away with the necessity for any signal at all on the branch at the Larbert Junction. But it is a rule which, from its nature, is not likely in all cases to command obedience, and which proceeds from what I believe to be a wrong principle—that of depending mainly upon the care and attention of the drivers, in limiting their speed over a portion of the line, which may or may not be dangerous, according to circumstances. I think, that, on the contrary, the drivers should be relieved as much as possible from other duties than those necessarily devolving upon them, viz., attending to their engines, and keeping an incessant look-out for such signals as may be exhibited, which are in themselves sufficiently arduous. And I believe, therefore, that it would be much better to control their movements by proper and efficient signals, than to trust for safety to their implicit and continual obedience to a regulation of this description.

The signal on the branch at the Larbert Junction, is, as I have before stated, only 146 yards from the point of danger at the junction, and this distance cannot be considered as sufficient to ensure the safety of the public. It is visible, it is true, for 600 yards in clear weather, but in foggy weather it would not be so, and even in clear weather, the 746 yards, from the point at which the signal is first visible to the point of danger, is not sufficient to ensure the stoppage of all trains, even at moderate speeds. The passenger train on this occasion was a light one, consisting of engine and tender, a second-class carriage, two first-class carriages, and a second-class break carriage; and although the rails are described as having been very slippery, I think that it might perhaps have been stopped within the 746 yards. The guard, however, states that he put on his break near the point from which the signal is first seen, and the fireman says that the driver shut off his steam before coming in sight of the signals, and that he himself screwed on the tender break as soon as he saw that the signal was red.

The passenger train was about 10 minutes late, and, as it had to join the train from Glasgow at Larbert, before proceeding with it as one train to Perth, the driver was no doubt the more anxious to press on, and did not possibly take all the means in his power to stop his train after first sighting the red signal. He must also have been travelling at a greater speed than, considering the position of the signal, and the rule above quoted, he was justified in employing at that point. But I think it would be better for the reasons given in reference to that rule, and for the sake of affording a greater distance in which to pull up trains travelling from the branch to the main line, if the branch signal were moved

Edinburgh and Glasgow.

Collision at the Larbert Junction.

considerably farther from the junction, by which I observe that the double advantage might be gained of a greater distance between the signal and the point of danger, and a longer view of the signal itself from an approaching train.

The signalman at the junction might, if it had occurred to him, and if he had seen the danger which was impending sufficiently soon, have prevented the collision, by turning the goods train through the junction facing points, on to the branch, instead of allowing it to continue its course along the main line. But the lever of the north main line signal, and that of the branch signal, are to the *east* of the line,—and he was standing between them,—whilst the handles of the points are, with the lever of the south main line signal, on the *west* side of the line, and he could not therefore have made use of them at the last moment, even if he had been inclined to do so. I would, therefore, suggest that it would be a more convenient arrangement, if all the signal levers, and all the handles of the points, were brought together to one side of the line; and if the signalman were provided with a suitable box, from which he might work them under cover, as he would then be better able to give them that attention which it is important that they should receive, and better prepared to seize such an opportunity of averting danger as was in this case presented to him.

The goods train was travelling through the junction at the rate of eight miles an hour when it was struck by the passenger train, and was about 20 minutes after its time. The driver of this train was not in any way to blame for the accident, as the green signal, which is always exhibited at the north signal-post, simply announced to him that he might proceed cautiously forward.

This accident was, then, under the system in force on the railway, directly attributable to the want of caution and disobedience of the driver of the passenger train; and he, aware, no doubt, of the rigour with which the Scotch law punishes individuals against whom cases of this nature can be proved, seems to have thought it better to keep out of the way. But this man had been two or three years in the service of the Edinburgh and Glasgow Railway Company, had proved himself a most attentive steady man during that time, and, in fact, had never had a fault found with him before. He had been driving for six months on that branch, and had therefore had ample experience of it, and he would not, perhaps, have met with this accident if the signal arrangements had been of a more satisfactory nature, and if the rule which I have quoted at the commencement of the present report had not been so much depended on.

I therefore hope that the Company will not lose time in providing a main signal for the branch at the junction, in moving the present signal some 300 or 350 yards further from the point of obstruction, and in providing a junction-box from which the levers and handles of the signals and points may be worked; and had I had occasion to refer to the main line junction signals, I might probably have ventured upon a similar recommendation in regard to them.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

GLASGOW AND PAISLEY JOINT RAILWAY.

Railway Department, Board of Trade, Whitehall, April 4, 1855.

Glasgow and Paisley Joint Railway.

Collision between two passenger trains.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, of his inquiry into the circumstances attending the accident which occurred on the line of railway between Glasgow and Paisley on the 22d February, from a collision between two passenger trains, of which one belonged to the Caledonian Railway Company, and the other to the Glasgow and South Western Railway Company.

My Lords learn with regret that the Committee in whom the management of this portion of railway is vested, have been so regardless of the public safety, as to have caused the line to be worked for a period of nine years under a system in which the servants were not provided with proper written or printed instructions; and, that it is to this system of working, that the inspecting officer attributes this accident.

Glasgow and Paisley Joint Railway.

Collision between two passenger trains.

My Lords direct me to observe that the absence of written or printed instructions, especially with respect to the starting of the trains, and the intervals to be observed between them, is more than ordinarily dangerous upon a line of railway traversed by trains belonging to different Railway Companies.

My Lords, therefore, direct me to urge upon the Committee the necessity of taking steps without delay to issue the necessary printed regulations upon this subject, as well as to ensure that, when issued, they are adhered to, because in the event of other accidents occurring whilst the system alluded to continues in operation, it is upon the Committee and those in charge of the management of the railway, and not upon subordinate servants, that the responsibility must mainly rest.

I have, &c.

DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
Joint Committee of Managers of the
Glasgow and Paisley Railway.

Railway Department, Board of Trade,
1, Parliament Street, March 17, 1855.

SIR,

IN obedience to the instructions contained in your letter of the 26th ultimo, I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred on the 22d February, about 2¼ miles from Glasgow, on the line of railway between Glasgow and Paisley.

This portion of railway was made by, and is the joint property of, the Caledonian and the Glasgow and South Western Railway Companies; and it is managed by a joint Committee composed of an equal number of Directors belonging to the two Companies. This joint Committee appoint a secretary who is also manager of the joint line, and who keeps a record of the proceedings of the Committee, looks after the accounts, and takes charge of the working of the trains.

The present manager, Mr. Cowan, was appointed on the 5th November 1854, and, unfortunately, a fire in the office at Paisley on the 13th November, almost entirely destroyed the account books and the minutes of the proceedings of the Committee, and I was not therefore enabled to obtain precise information of the instructions which had been given for the guidance of the secretary and other officials. I was, however, informed that for many years past this joint line of railway had been worked without any printed or written set of instructions being given to the officials appointed to conduct the traffic over this portion of road; but that the late manager, Mr. Donald, was in the habit of writing to the persons under his control whenever he made changes in the mode of working. Whilst the line was under the management of Mr. Bass, Mr. Donald's predecessor, a book of printed regulations was in use, but some time after he quitted (about nine years since), Mr. Donald verbally directed its use to be discontinued, purposing to issue others in lieu of them.

Among those printed regulations, I am told, was one which ordered an interval of ten minutes to be observed between following trains, but as the traffic increased, it was found impossible to allow of so long an interval, and it was accordingly changed to an interval of five minutes, which, however, as I shall have occasion to show, was unfortunately subsequently changed to a lesser interval of time, and practically became obsolete.

On the 22d February the Glasgow and South Western Railway 6.0 a.m. passenger train from Dumfries, left Paisley for Glasgow at 9.53. The train consisted of the following carriages arranged in the order in which they are written, viz., engine, tender, luggage break van, third-class, first-class, second-class, third-class, third-class, second-class, third-class, and horse box last, and it had got to about 2½ miles from Glasgow, travelling at the rate of about 30 miles an hour, when the driver, on emerging from a short tunnel of 66 yards long under the Paisley road, became aware that something was impeding the progress of his train, and on looking back, he saw that the first-class carriage was off the rails, whereupon he shut off the steam, applied the tender break, blew the whistle for the guard, reversed his engine, and set on the steam, and brought his train to a stand still as soon as he could.

Glasgow and Paisley Joint Railway.

Collision between two passenger trains.

When the train had stopped it was found that the first-class carriage was off the rails in the six foot space, and the second third-class carriage had been overturned on to its left side and was lying across the rails, and the first second-class carriage had its hind wheels off the rails.

The guard and driver arranged that the guard should go back on the line towards Paisley, and the driver on towards Glasgow, for the purpose of stopping trains by signals, as both lines were blocked; and the guard was about to start, when he saw one of the platelayers running back with a flag in his hand, and he was called on to unlock the upper doors of the third-class carriage, which was lying on its side, to enable the passengers to get out. Accordingly after he had got into the van to get the key from his leather bag, which he had thrown off to give himself more ease in running, and had handed the key to the person who had asked for it, he was again about to start for fear that the platelayer might not go far enough back on the line, and he had just got past the end of his train, when he saw another train advancing. The morning is said to have been very foggy, so that it was not possible to see more than 100 or 150 yards, and as this train came on, the guard, driver, and fireman jumped off and fell in the six foot space, between the out and in lines of rail, just before the approaching train ran into the Dumfries train.

The whole of the passengers in the Dumfries train, of which there appears to have been a large number, had quitted the carriages with the exception of those in the overturned third-class carriage, the doors of which were in the act of being unlocked, when a cry arose that the Greenock train was coming, and the efforts to open the carriage were abandoned. The passengers in this carriage, of which one only appeared to have been hurt by the upset, had got on their feet and were standing on the window and sides of the carriage trying to get out, and crying for help when the collision occurred.

The crash appears to have been of a very serious nature. One of the passengers described the Dumfries carriages as having been knocked about like so many pieces of pasteboard. One elderly woman was unfortunately killed, and three or four other persons severely injured. The damage to the stock was very great; the first-class carriage, two second-class, two third-class carriages, and the horse box, were all very much damaged, and detached from the wheels; five axles were broken and one considerably bent, and the tire of a wheel of the first-class carriage was broken, so that the engine and tender and two carriages only remained uninjured of the Dumfries train.

The train that occasioned the collision was the Caledonian Railway Company's 9.15 a.m. Greenock train, which left Paisley for Glasgow at 9.57 according to the register kept by the station-master at Paisley, who told the driver there was a train just before him, and further cautioned the guard to be on the look-out, as there was a train a minute and a half before him, and the station-master says that he meant, by this caution, to make the guard more cautious, and that it was his habit when a train was gone six or seven minutes to say three or four minutes or less. It may, however, be remarked, that to be of any use, this caution should have been given to the driver and not to the guard of the train.

Half way between Paisley and Glasgow, or $3\frac{1}{2}$ miles from the latter place, there is a public level crossing at the Moss road, where a policeman is stationed, whose duty, as described by himself, there being no written or printed regulations issued for his guidance, consists in signalling the trains and in opening and shutting the gates for the traffic on the public road; and that with respect to signalling, he says, he would stop a train altogether, by showing the red signal, if he thought the previous one had not got through the first bridge, which is about three quarters of a mile from the level crossing, but if he thought the first train was between that bridge and Shields Junction, two miles from the level crossing, he would only show the green signal, indicating caution. He thinks that on the 22d February there was an interval of not more than three or four minutes between the Dumfries and Greenock trains, but he did not look at his watch, and he showed the green signal to the driver of the Greenock train, who acknowledged it by a nod; and that, as on the morning in question, when there was fog, he should act according to the best of his judgment, so as to prevent accidents.

The engine-driver of the Greenock train states that he shut off nearly all the steam when he saw the green signal at the Moss Road, and that as he was approaching the small tunnel previously alluded to he saw a man on the line

Glasgow and Paisley Joint Railway.

Collision between two passenger trains.

who took a red flag out of his pocket and waved it; that he was not more than 30 or 40 yards from the man when he was enabled to make out the signal, and, according to the evidence of the platelayer, this occurred about 50 yards west of the tunnel. The driver further states, that when he saw the red flag he immediately whistled to the guard to apply his break, applied the tender break and reversed his engine, and considers his speed was then from 15 to 17 miles an hour; that on emerging from the little tunnel he saw the disabled Dumfries train in front of him, and jumped off just before his train ran into it; and he thinks his speed had been reduced to about eight miles an hour when the collision occurred, which it appears took place about 165 yards east of the tunnel and 300 yards distant from the spot on which the driver first saw the red signal.

The Greenock train was allowed 16 minutes between Paisley and Glasgow (seven miles) which is at the rate of about 26 miles an hour, and as the collision is stated by the guard of this train to have happened at 10.12, it seems probable that the train had lost some time, and that the statement of the driver, corroborated as it is in many respects by other witnesses, may be depended on.

The Dumfries train was allowed 20 minutes for the performance of this journey, or at the rate of 21 miles an hour; and thus we are furnished with the fact, that a train, travelling at the rate of 26 miles an hour is permitted to follow a train travelling at the rate of 21 miles an hour, at an interval of four minutes, and should thus overtake it at Glasgow.

By the small printed time bills of the Glasgow and Paisley Joint Railway for the months of December and January last, it appears that two trains were appointed to leave Paisley for Glasgow at 9.38 and 9.40. a.m., but the present manager on the 19th January, before the former manager had ceased to be in the employ of the joint line Committee applied to the Manager of the Caledonian Railway to have the time of the first train altered to 9.35 on the ground that the Joint Line rule required an interval of five minutes, and this alteration was accordingly made for the month of February; yet on an inspection of the register kept at Paisley, I ascertained that it was not an uncommon occurrence during the month of February, preceding the accident, for trains to be despatched to Glasgow at an interval of two minutes from each other, and the station master at Paisley says that he had Mr. Donald's verbal instructions, when trains got irregular, to send them off as soon as they could go, after cautioning the drivers.

I think it is clear that the cause of the break-down of the Dumfries train was the breakage of the tire of the wheel of the first-class carriage, or of an axle of the third-class carriage. The marks on the ballast show that the train had run about 350 yards after a carriage had got off before it was stopped, and a part of the tire of a wheel was found near the little tunnel, but it is uncertain which event preceded, and possibly occasioned, the other. The tire broke through a rivet, and the Company's tires are usually supplied from the Bowling or Low Moor Works. The axles are supplied by Messrs. Allan and Sons, Clyde Forge, Greenock, and the Company order them to be made of the best scrap iron. The broken axles exhibited a good fibre, and the bent one must have been very severely tried.

As the printed regulations of the Glasgow and South Western Railway Company do not require their guards to record the times, they are not provided with watches to enable them to do so, and I was unable to ascertain whether the collision occurred two or four minutes after the Dumfries train stopped; some of the evidence named the shorter period, but none exceeded the longer one.

With regard to the cause of the collision between the Greenock and Dumfries trains which proved fatal to the elderly woman, I have no doubt that it resulted from the Greenock train being permitted to leave Paisley four minutes after the Dumfries train had quitted, as an additional minute would have allowed the platelayer to have got about 120 yards further down the line which is perfectly straight, and thus have afforded a greater distance for the train to pull up in; and it would probably also have enabled the doors to be unlocked, and the passengers in the third-class carriage to have got out.

In the face of the several facts which I have recapitulated, I cannot attach blame to any of the Companies' servants concerned in conducting or forwarding these trains; and in the absence of proper information regarding the instructions

Glasgow and Paisley Joint Railway.

Collision between two passenger trains.

issued by the joint line Committee of Management to their former secretary and manager I am unable to indicate the degree of responsibility that respectively attaches to these parties for the very loose manner in which the traffic of the joint line appears to have been carried on; but I cannot but think that it must have fallen within the duties of the joint Committee to have taken care that their servants should have been provided with proper written or printed regulations for their guidance during the course of the last nine years, and the only wonder is, that with such a system, not that an accident should have occurred, but that there had not been very many of them. I would beg, therefore, to suggest that the special attention of the joint Committee of Directors of the joint line of railway between Glasgow and Paisley should be given to this subject without delay.

I should also not omit to remark, that no proper arrangements appear to exist for the record of the times of the arrival and departure of all trains at Glasgow, and for ensuring that proper intervals are duly observed.

I have, &c.

Captain Galton, R. E., &s. &c. — W. Yolland, *Lt.-Col. Royal Engineers.*

GREAT NORTHERN RAILWAY.

Railway Department, Board of Trade, Whitehall, January 12, 1855.

Great Northern.

Accident at Doncaster.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company, the enclosed copy of the report which their Lordships have received from their inspecting officer, of his inquiry into the circumstances attending the accident which occurred at Doncaster on the 1st instant.

I have, &c.

The Secretary of the Great Northern Railway Company. — Douglas Galton, *Captain Royal Engineers.*

Sir, *Birmingham, January* 10, 1855.

In obedience to the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with an accident that occurred to the 4.10 p.m. up express train from York to London, at Doncaster, on the Great Northern Railway, on the 1st January.

This train is due at Doncaster at 5.10 p.m., but, on the evening in question, it arrived eight minutes late, and it consisted of two vans and five carriages.

It appears that all passenger trains stop at Doncaster, and pass from the up and down main lines into two separate through sidings with platforms, and in order to do so, they have to pass self-acting facing points, weighted to stand open for the sidings, policemen being appointed, with instructions to keep their hands on the handles of these points, to ensure their being in their proper position; but on this occasion the policeman for the up line neglected to hold the handle, and instead of the points being open to the siding they were open to the main line, whilst the engine, tender, and break van passed over them along the main line, and that they then shifted to their proper position, so that the following carriages passed into the siding, and the coupling chains between the break van and the next carriage were broken, and the break van and this carriage were thrown off the rails.

These points are situated at about fifty yards from the end of the platform, and as the train had reduced its speed with the intention of stopping at the platform, none of the passengers were hurt, and the only damage to the stock consisted of a broken pane of glass in the carriage thrown off the rails, which ran against the signal post and was stopped by it.

It is probable that some stones or dirt had got in and stopped the free action of the points, as I found them in perfect order.

The accident was entirely caused by the neglect of duty of the policeman, who, however, is represented as being a very steady, well-conducted man, and has attended to these points for years.

I have, &c.

Captain Galton, Royal Engineers, &c. &c.

W. Yolland,
Captain Royal Engineers, and Bt Major.

Railway Department, Board of Trade, Whitehall, January 23, 1855.

Accident at the Leeds Central Station.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Major Yolland's report upon the accident which occurred at the Central Station, Leeds, on the 3d instant, and to call the particular attention of the Directors to the remarks therein contained upon the causes which have led to this accident.

My Lords are glad to learn that the points at which the accident occurred have been removed; but they trust that the Directors will carefully consider the question of altering the access to the station at Leeds, so as to render the propelling of the train from behind unnecessary, and that until some change be made they will provide a parapet wall to the viaduct.

I am further to call the attention of the Directors to the remarks contained in the report upon the danger arising from the use of self-acting points, as exemplified in this accident, and also in that at the Doncaster Station; and my Lords are desirous of learning the views of the Directors upon the question, as suggested by Major Yolland, of dispensing with self-acting points on those portions of the line, at least, which are travelled over by trains at speed.

I am, &c.

The Secretary of the Great Northern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade, 1, Parliament Street, January 16, 1855.

Sir,

In obedience to the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred at the Central Station, Leeds, to the 6.25 p.m. Great Northern up passenger train, from Leeds to London, on the 3d instant.

The Leeds Central Station, on the High Level, is the joint property of the London and North Western, Great Northern, and Lancashire and Yorkshire Railway Companies, whilst the Low Level belongs to the Lancashire and Yorkshire Company, and is used by that Company as a goods station. The passenger trains from the High Level Central Station pass partly along a viaduct over lines of rail belonging to the aforesaid Companies; and also over a portion of the Leeds Northern, down a steep incline, until they reach the Midland Railway, distant about 840 yards from the station, over which line they travel travel to the south-east as far as Methly.

All trains from the Central Station for London are backed out till they arrive at the Midland line of rails, when they are stopped, and proceed in an opposite direction, the engine being then in the proper position, in front of the train, for proceeding to Methly. At about 170 yards from the end of the platform there is a pair of self-acting facing-points, weighted to lie open for the up main line, butoccasionally used for passing from the up to the down line, or vice versâ: which points, I am informed, have been in use and have acted properly for upwards of five years, so that it has not been deemed necessary for a policeman to hold them, except when a train, or a portion of a train, is required to be passed from the up to the down line, when these points must be closed to the up main line.

On the night of the 3d instant, the 6.25 p.m. up train, consisting of two break vans and five carriages, left the station at the proper time, with the engine behind, and is supposed to have been travelling at the rate of seven or eight miles an hour when it reached these facing points, and the guard in the last break van, which was therefore the first carriage to pass over these points, felt that it had got off

Great Northern.

Accident at the Leeds Central Station.

the rails, but the remainder of the carriages appear to have passed on the rails towards the down line: the first carriage next to the break van (a composite carriage) was shortly afterwards forced off the rails to the right, whilst the break van was previously off the rails to the left, and the latter was thrown on its side, turned round, and came in contact with a coal truck standing in a siding to the left or east side of the up line. The composite carriage, after the coupling with the break van had broken, must have deviated further and further from the line until it was forced westwards over the edge of the viaduct, and it fell end foremost on to a truck standing on the rails of the Lancashire and Yorkshire goods station on the Low Level, the difference of level between the two lines being 26 feet 6 inches. No passengers were in the second-class compartment which fell on the truck, and which compartment was completely destroyed. One first-class passenger (Mr. R. Hall, the recorder of Doncaster,) was in the central compartment, and I regret to say he was frightfully injured; and five or six passengers were in the uppermost second-class compartment, one of whom, a servant of the Company, was also injured.

I have not been able to ascertain any positive facts as to the nature of the impediment that caused the break van to quit the rails, as no injury was done to them, and the self-acting facing points were found to be in perfect order, and open to the up main line immediately after the carriages and engine had passed over them; but I have no doubt whatever, that these points were, in some way or other, the sole cause of the accident.

It appears that a Lancashire and Yorkshire carriage passed over these points at 6.10 p.m. from the down to the up line, and, in so doing, necessarily closed these points to the up line, and I imagine that some dirt or stones must then have got in and kept them in this position, until the vibration caused by the passage of the carriages of the 6.25 p.m. train shook off the obstruction and allowed them again to act freely. But this does not account for the break van quitting the rails, although it is almost certain that its wheels mounted the rails at, or very near, these points, and quitted the line at one side, and thus offered greater resistance to the progress of the rest of the train, and probably caused the composite carriage to be thrown off on the other side; and the propulsion of the carriages backwards by the engine, forced this composite carriage more and more to the right and over the edge of the viaduct, which unfortunately on this side was only protected by a slight wooden rail, and not by a side wall.

This is the second accident occurring on the Great Northern Railway in the course of three days, in which the inefficiency and danger resulting from the use of self-acting points has been forced on my attention. As regards those at Leeds which occasioned this last accident, instructions were given, whilst I was at Leeds, for their being immediately removed; but I would beg to suggest that the special attention of the Directors of the Great Northern Railway Company might be called to the following subjects: first, to the propriety of altogether disusing self-acting points on their main lines: second, that it is very desirable that some other means for passenger trains leaving the Leeds Central Station for London should be provided, so as to avoid the propulsion from the rear of the train; and third, that whilst this system is continued, if side walls to the viaduct were built, they would afford some additional security towards the safety of the public, as the fall of the composite carriage from the Higher to the Lower Level would probably, in this instance, have been prevented, had a side wall been there.

I am, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Captain Royal Engineers,
and Bt. Major.

Accident in the King's Cross Tunnel.

Railway Department, Board of Trade,
Whitehall, March 15, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company the accompanying copy of the report which their Lordships have received from their inspecting officer, upon the circumstances

attending an accident which occurred, on the 18th January, in the tunnel contiguous to the King's-cross Station of that railway.

Great Northern.

Accident in the King's Cross Tunnel.

I am, &c.

The Secretary of the Great Northern Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, March 15, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying copy of the report which their Lordships have received from Colonel Yolland, who was appointed to inquire into the circumstances which attended the accident that occurred in the tunnel contiguous to the King's-cross Station, of the Great Northern Railway, on the evening of the 18th January last, in consequence of the fracture of the axle of a third-class carriage belonging to the North British Railway Company, and to request that you will call the particular attention of the Directors of that Company to the paragraph in the inspecting officer's report, which states that the iron of which the fractured axle was composed would appear to have been of an inferior description throughout, and to point out the responsibility which the Directors will incur if any consideration of economy should induce them to allow of the use of inferior materials in cases where the safety of the public is involved.

I am, &c.

The Secretary of the North British Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, 1, Parliament-street, March 13, 1855.

Sir,

In compliance with the instructions contained in your letter of the 22d January, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred, on the 18th January, in the tunnel contiguous to King's-cross Station, on the Great Northern Railway.

It appears that as the 9 p.m. down passenger train from London to York was passing on the 18th January, through the tunnel, which is close to King's-cross Station, the engine-driver became aware that something was wrong with the train, and he immediately stopped, and found that the axle of a third-class passenger carriage belonging to the North British Railway Company had broken close to the wheel, but no damage resulted to any other part of the train, and no person was hurt.

I have inspected the fractured axle, and the locomotive superintendent of the Great Northern Railway has, at my request, been good enough to cause this axle to be broken at two different parts, in their locomotive establishment at Doncaster. To judge from the appearance of the fracture, it would seem to be made of an inferior description of iron throughout, composed of large crystals, and very brittle. The fracture which occurred in the tunnel is directly across the axle, and does not exhibit any appearance of fibre in the iron.

The form of the axle is different from that usually adopted, inasmuch as it has a larger diameter in the centre than through the boss of the wheel by half an inch; and this difference of form would tend to cause any blow to have a greater effect on the axle.

The weather, however, was very severe, and it is well known that intense cold has an extraordinary effect on iron, and renders it much more liable to fracture than during a milder season.

The North British Railway Company have been unable to supply me with any information respecting the axle (see Mr. Nairne's letter of the 23d February), and I am unwilling to delay sending forward my report for any greater length of time, for information which may not after all be available.

I have, &c.

Captain Galton, R.E. &c. &c.

W. Yolland, *Lieut.-Col. Royal Engineers.*

Great Northern.

Accident in the King's Cross Tunnel.

The North British Railway Company,
Head Office, Edinburgh, February 23, 1855.

Sir,

In reference to your letters of the 30th ultimo and 16th instant, I beg to express my regret, that I am still unable to give you the information you require. We cannot do so till we have seen the axle, and although we have twice written to King's-cross for it, it has not been sent. Whenever it comes, I shall send you such information as we can give, although I doubt if we can say what number of miles it had run. Indeed I much question if any Company could give a definite answer to such an inquiry.

I am, &c.
J. Nairne.

Major Yolland,
Railway Department, Board of Trade.

GREAT WESTERN AND SOUTH WALES RAILWAYS.

Great Western and South Wales.

Collision near Gloucester.

Railway Department, Board of Trade,
Whitehall, February 8, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from their inspecting officer upon the accident which occurred, on the 12th ultimo, near the Gloucester Station, on the South Wales Railway, and I am to request that you will call the attention of the Directors to the inspecting officer's remarks upon the advisableness of causing the hours at which all the trains may pass any junction or station on the line to be noted by the persons in charge of the various signals.

I am also desired to express the hope of their Lordships that the Directors of the two Companies will take steps to prevent any obstruction from trains arising on the line in question near Gloucester, either by reducing the weight of the goods trains, or by employing a pilot engine.

I am, &c.
Douglas Galton,
Captain Royal Engineers.

The Secretary of the
Great Western Railway Company.

Railway Department, Board of Trade,
1, Parliament Street, February 6, 1855.

Sir,

In obedience to the instructions contained in your letter of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending an accident which occurred, on the 12th January, near Gloucester Station on the South Wales Railway.

A portion of about eight miles of this line of railway, between Gloucester and Grange, is in the hands of the Great Western Railway Company, and on the day in question, a special goods train, consisting of 27 trucks and 1 van, left the docks, situated about two miles west of Gloucester Station, laden with wooden huts, for Basingstoke and Southampton, at 8.0 p.m., but, in consequence, as it is said, of the greasy and slippery state of the rails, it was unable to get up the incline, of 1 in 95, which occurs a short distance from the Gloucester Station, and the train came to a stand still at about 8.10. A porter, acting as guard, then went back along the line and succeeded, by the aid of his hand lamp, in attracting the attention of the driver of the 5.0 a.m. goods train from Carmarthen to Gloucester, before it had passed over a detonator which the porter had placed on the rails, and the Carmarthen goods train was brought to rest on an ascending incline of 1 in 129, about 240 yards from the tail of the special goods train. The head guard of the Carmarthen goods train then sent the second guard back on the line with hand lamp and detonators, the night being very foggy, and the latter had got about 430 yards from the tail of his own train, and had placed two detonators on the rails, when the 1.20 p.m. passenger train from Haverfordwest to Gloucester came up, ran over and exploded the detonators, and finally ran into the Carmarthen goods train, whereby some injury was done to the engine, and several of the passengers were bruised, but fortunately none of them were seriously hurt.

It appears from the evidence of the policeman stationed at Over, near the Dock junction, that, by his watch, the special goods train left the siding at 8.7. That the Carmarthen goods train pulled up at Over, in consequence of the danger signal being on, at 8.25; and that he told the driver there was a special goods train before him; that the passenger train passed at 8.42, and that he showed the driver a "green" light with his hand lamp, but there are no means of ascertaining the accuracy of this statement, as neither the drivers nor guards of the Carmarthen and Haverfordwest trains were prepared to state the time when they passed the signal at Over.

The conductor of the special goods train, as soon as he had sent the guard back, proceeded to divide his train into two parts, and the engine, after taking the first part into Gloucester Station, returned and brought on the last part of the train, starting to do so just as the guard's break whistle of the passenger train was sounded.

The driver of the Carmarthen goods train states that he attempted to move his train up to the tail of the special train, but was unable to do so, and that he sent word to the conductor of the special goods train that he should require assistance to get up the incline, and the engine of the special train subsequently went back and brought on the train after the collision had taken place; but it is certain, that if the attempt to move was made, the break on the guard's van was screwed hard on at the time.

The driver of the passenger train states that he only saw the hand lamp of the second guard of the Carmarthen goods train about 20 yards before his train ran over and exploded a detonator, and that he immediately shut off his steam, applied the tender break, whistled to the guard, reversed his engine, and set on the steam, but was unable to stop before the collision occurred. He considers he was travelling about 15 to 20 miles an hour when he ran over the detonators, and it is thought the speed had been reduced to five or six miles an hour when the Carmarthen break van was struck.

According to the evidence of the second guard of the Carmarthen goods train, it was 8.36 when that train stopped, and when he went back with his hand lamp, and that he heard the passenger train before he had got 100 yards from his own train, but did not see it until it had arrived within 50 yards of the spot on which he stood, and that the passenger train passed him at 8.42.

With respect to the causes which led to this accident, I should remark that the approach to Gloucester is very inconvenient for heavy goods traffic, inasmuch as, in addition to the steep rising inclines of 1 in 129, and 1 in 95 following each other, and the latter reaching to within a quarter of a mile of the station, there is a bridge over the Severn at the foot of these inclines, which the regulations of the Company very properly require should be crossed at a low speed, and the trains are thus prevented from attaining that rate of speed which would carry them well up these inclines. On this occasion, there is no doubt that the failure of the special goods train to reach the top of the incline, and thence the necessity for stopping, and subsequently the inability of the Carmarthen goods train to move up the incline, were the primary cause of the collision. Both goods engines are stated to have been in excellent working order, and, if this be admitted, it would appear incumbent on the Great Western and South Wales Railway Companies to reduce the weight of their goods trains, or have a pilot engine in readiness at all times to assist trains which are unable to get up these inclines.

I think that, on his own showing, the second guard of the Carmarthen goods train did not sufficiently exert himself in going back along the line, as he had an interval of six minutes, during which time he might, at the rate of four miles an hour, have reached 700 yards, whereas the detonator was only found 430 yards from the tail of his train.

I would suggest that the attention of the Directors of the Great Western Railway Company should be called to the expediency of policemen placed at all junction signals being directed to record in a book, kept for the purpose, the time of the passage of all trains, whether they do or do not stop, as this class of evidence recorded at the moment is very different in character from that which is remembered for the occasion, when an investigation into the cause of an accident takes place; and further, that the several guards appear to have been

Great Western and South Wales.

Collision near Gloucester.

relax in observing the times at which occurrences happened, which, in accordance with the Company's printed instructions, should have been duly noted, to account for any loss of time.

I am, &c.

Captain Galton, R.E.
&c., &c.

W. Yolland,
Lieut.-Colonel Royal Engineers.

LONDON AND NORTH WESTERN RAILWAY COMPANY.

Railway Department, Board of Trade,
Whitehall, March 7, 1855.

London and North Western.

Accident near Four Ashes Station.

Sir,

With reference to the accident which occurred on the 22d ultimo, near the Four Ashes Station of the London and North Western Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Company, the enclosed copy of the report of the inspecting officer appointed by them to inquire into the circumstances attending the accident in question.

My Lords have directed a communication upon the subject of this accident to be addressed to the Newport, Abergavenny, and Hereford Railway Companies.

I have, &c.

The Secretary of the
London and North Western
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 6, 1855.

Sir,

In compliance with the instructions contained in your letter of the 26th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 22d ultimo, near the Four Ashes Station of the London and North Western Railway.

The 11.45 p.m. goods train from Liverpool to Birmingham, was proceeding at the rate of 18 miles an hour, about half a mile to the south of Four Ashes, at half-past six o'clock on the morning of the 22d ultimo, when the two breaksmen, who were riding in a van at the rear of the train, observed a tire fly from the wheel of a waggon in front of them. The train was composed of 11 loaded, and 15 empty waggons, and the waggon, No. 5,960, to which the accident happened, was the fifth from the van. It was an open waggon calculated to carry eight tons, and was loaded with saltpetre, but not up to the full weight. Immediately after the tire flew off, the head breaksman applied the break in his van. The couplings in front of No. 5,960 waggon then gave way, and the engine and train went ahead, whilst No. 5,960, and the waggons which followed it, were thrown off the rails, and were all stopped within about 20 yards. No. 5,960, and the next waggon to it were thrown upon the other,—the down line, but the van remained on the rails on the up line. Beyond a certain amount of damage to the waggons and their contents, and a temporary stoppage of the traffic on the line, no evil consequences appear to have resulted from this accident. The driver is stated to have discovered, by the absence of the lights at the rear of his train, that he had left part of it behind, and to have returned about five minutes afterwards to ascertain what had happened.

*The waggon, No. 5,960, belonged to the Newport, Abergavenny, and Hereford Railway Company, was supplied to them complete by Mr. John Ashbury of Manchester, and had been in use for thirteen months. The tire was fractured at the weld, and was also split in a longitudinal and horizontal direction. I caused it to be again broken, and found it to be composed of indifferent iron, badly forged, and worse welded. In fact, the weld was so defective, that it is a matter of surprise that it should have held together for so long a period. I am not able to say, with certainty, that the defective nature of the

* On a further investigation made by Captain Tyler, it appeared that this waggon belonged to the London and North Western Railway Company, and was hired from them by the Newport, Abergavenny, and Hereford Railway Company.

weld might have been discovered by examination from the exterior, but the appearance of the fracture does not lead me to believe that it might not have been so discovered. London and North Western.

I have, &c.

The Secretary of the Railway Department, Board of Trade, Whitehall.

H. W. Tyler, *Captain Royal Engineers.*

Accident near Four Ashes Station.

Railway Department, Board of Trade, Whitehall, March 7, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Directors of the Newport, Abergavenny, and Hereford Railway Company, that in the course of an inquiry which their Lordships have caused to be made into the circumstances attending an accident that occurred near the Four Ashes Station of the London and North Western Railway on the 22d ultimo, by the fracture of the tire of a waggon, it appeared that the waggon in question belonged to the Newport, Abergavenny, and Hereford Railway Company, and the inspecting officer states (as shown in the accompanying extract) that the iron of which the tire was composed was of indifferent quality, badly forged, and worse welded.

My Lords trust that this circumstance will receive the most careful consideration of the Directors, because it is impossible for heavy weights to be carried in railway trains with safety at high speeds, unless the materials and workmanship employed in the vehicles are of the very best description, and the Directors of the Company will entail upon themselves a very heavy responsibility should they be induced by considerations of economy to allow of the use of inferior iron for the tires of the wheels, and thus to risk the safety of the traffic.

I am, &c.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company.

Douglas Galton, *Captain Royal Engineers.*

"The waggon, No. 5,960, belonged to the Newport, Abergavenny, and Hereford Railway Company, was supplied to them complete by Mr. John Ashbury of Manchester, and had been in use for thirteen months. The tire was fractured at the weld, and was also split in a longitudinal and horizontal direction. I caused it to be again broken, and found it to be composed of indifferent iron, badly forged, and worse welded. In fact, the weld was so defective, that it is a matter of surprise that it should have held together for so long a period."

Railway Department, Board of Trade, Whitehall, April 17, 1855.

Sir,

Accident near the Preston Brook Station.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer upon the circumstances that attended the accident which occurred on the 25th February last, near the Crewe Station, on the London and North Western Railway, to the up night mail train from Glasgow.

My Lords direct me to request that you will call the attention of the Directors to the inspecting officer's remarks, that the accident would appear to be attributable to the condition of the permanent way, and they trust that, inasmuch as it would appear from this and other accidents, that a road laid with a 65lb. rail upon sleepers four feet apart, is not a desirable road for trains drawn by heavy engines at high rates of speed, the Directors will take steps, at as early a period as possible, for causing those portions of their line to be relaid upon which this description of road is still in use.

London and North Western.

Accident near the Preston Brook Station.

I am further directed to call the attention of the Directors to the opinion expressed by Captain Tyler, that this accident would not have been attended with such serious consequences, had a means existed by which the conductor of the train would have been enabled to communicate with the engine driver when he first perceived that something was amiss with the train.

I am to observe, that so far back as in August last, my Lords were informed, in reply to a communication from this department, that the Directors of the London and North Western Railway Company were about to adopt a means of communication between the several servants of the Company in charge of a train, and I am to express their Lordships' regret at ascertaining from their inspecting officer that this intention has not yet been carried into effect.

My Lords trust, however, that the occurrence of this accident will induce the Directors to take this subject again into consideration, and my Lords will be glad to learn the result of their deliberations thereon.

I am, &c.

The Secretary of the London and North Western Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, April 7, 1855.

Sir,

In compliance with the instructions contained in your letter of the 9th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 25th February last, to the up night mail train, on the London and North Western Railway.

This train was composed, in the following order, of engine, tender, break van, a first, a second, and a first-class carriage, and a post-office; and had left Edinburgh for London at 8.30, on the evening of the 24th February. The conductor was riding in the second-class carriage in the middle of the train, and the guard, in the van next to the tender.

In passing the Preston Brook Station, the conductor felt a severe jerk, and, after passing Minshull Vernon, he felt another jerk, not so severe as the former one. After the second jerk, however, his carriage left the rails, and ran along, as it seemed to him, half a mile over the sleepers, when the wheels were forced from under it, and it was dragged, as he believed, a quarter of a mile further without wheels. The conductor naturally knew but little of what happened after the wheels left his carriage, as it required his utmost efforts to preserve him from injury in the midst of the bumpings and joltings to which he was subjected; but, just before he parted with his wheels, he looked out towards the engine, and observed, to his discomfort, that the steam was still on.

The driver knew but little, either of the accident or of the cause of it. He felt, as he says, "a pull," but did not know whether it was occasioned by an accident to the engine, or by something having happened to the carriages. He then did what he could to stop the train. He felt several "bad places on the road," between Warrington and Minshull Vernon, but did not perceive anything extraordinary at that particular spot.

It was found after the accident, that, at a point some two or three miles to the north of Crewe, a rail on the near side of the up line was bent downwards; and that the rails were at this spot about half an inch wide in guage. Marks on the ballast were discernible for 180 yards from the bent rail, on the near side of the line, and then for a considerable distance on the off side of the line to the place where the carriages were finally stopped, which was about half a mile from the bent rail.

The second-class carriage was found lying flat on the line, and its axles and wheels were under the forepart of the first-class carriage in its rear, which was consequently considerably elevated. The axles and wheels were complete, and one of the axles, only slightly bent. One axle was horizontal, in front of the axle of the first-class carriage, but the other—the bent one—was lying across

it, and one end of the latter was sticking in the bottom of the carriage, whilst the other end of it was on the ground in front. The lower portions of the axle guards of the second-class carriage were torn away, the bottoms of three of the axle boxes were broken, and the top of one of the axle boxes was also broken. Two of the pieces of the axle-box-bottoms were picked up about 100 yards to the rear of the place where the carriage stopped, and two of the axle-guard-legs, and a leaf or two of the bearing springs, were found between them and the carriage.

The carriage had been built about seven years, and appears to have been strong and in good order, before the occurrence of the accident; and, indeed, it has since been repaired, and was fit for work again when I saw it some little time since. Looking to all the circumstances of the accident, and the positions in which the portions of the carriage were afterwards found, there seems to be little doubt that all the damage done to the carriage was the result of the accident; and it is difficult to avoid the conclusion, that the bent rail was the means of throwing the carriage off the line.

The line was laid with rails weighing 65 pounds to the yard, upon sleepers four feet apart, and I was glad to observe, when onthe spot, that preparations were in progress for a much stronger road, consisting of rails 21 feet long, weighing 80 pounds to the yard, with fish joints, and seven sleepers under each rail.

I hope that the Company will not lose time in extending a road of this description over such portions of their line as still require it, because there will not then be much fear of an accident of this nature, and the drivers will no longer have "bad places" to complain of.

The only other point upon which I have to remark, in connexion with this accident, is, that, if the conductor had been provided with a means of communicating with the driver, a great deal of danger to himself and the passengers might have been saved. It must have been sufficiently disagreeable to the conductor, to look out of the window of a second-class carriage at four or five o'clock on a dark morning, as he was bumping at full speed over the sleepers, and to see the steam issuing perseveringly from the funnel of the engine, without a chance of being able to stop his train. It was not, probably, more pleasant for the one passenger who was in the same carriage, in the next compartment to the conductor; nor was their situation by any means enviable, any more than that of the passengers in the first-class carriage behind them, when their wheels and axles deserted them, and when, finally, one of the latter pushed its way through the bottom of the first-class carriage. But how much worse would it have been if the train had been going round a curve on a high embankment, when it is highly probable that some part of it might have been thrown over the side; or if it had been travelling over a viaduct, whence the passengers might have been thrown down 60 or 70 feet, carriage and all. It may be said, certainly, that, but for the state of the road, this accident would not probably have happened; but accidents must be expected at times to occur, from the breakage of tires, axles, or other portions of carriages. As, however, the conductor saw steam still on, after he had been jolted for a considerable distance over the sleepers, and just before he lost his wheels, and, as the driver was at last induced to pull up by feeling a jerk, which was probably that produced when the axles were forced from under the second-class carriage, it is evident that the train might have been pulled up in a shorter time, and with much less risk to the passengers, if the conductor had been provided with a means of communicating with the driver.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, March 27, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the officer appointed to inspect and report upon the circumstances

Manchester, Sheffield, and Lincolnshire.

Accident between Woodhead and Hadfield.

attending the accident that occurred, on the 31st January, between the Woodhead and Hadfield stations of the Manchester, Sheffield, and Lincolnshire Railway.

My Lords direct me to request that you will call the attention of the Directors of the Company to the inspecting officer's remarks, that this would appear to be a case in which the serious consequences of the accident may be attributed to the want of a means of communication between the engine driver and guard of the train.

My Lords regret to learn that the Company have not as yet adopted any plan for securing this object, although it was stated by the Company, so long ago as in August last, in reply to a communication from this department, that the matter was under the consideration of the Directors.

My Lords however now trust that, after the warning given by this fatal accident, the Directors will no longer delay to organize some plan by which the desired means of communication may be ensured.

I have, &c.

The Secretary to the Manchester, Sheffield, and Lincolnshire Railway.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, February 28, 1855.

Sir,

In compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 31st ultimo, between the Woodhead and Hadfield Stations of the Manchester, Sheffield, and Lincolnshire Railway.

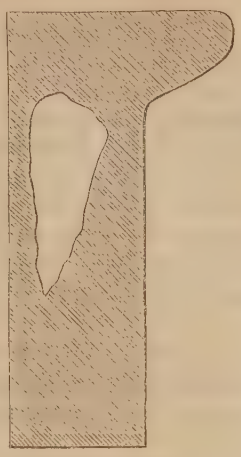
There were two persons riding with the guard in the van which was attached to the 2 p.m. passenger train from Hull to Manchester, on the 31st ultimo—a financial inspector, of the name of Livesley, and a carriage inspector; and after the train had passed the Woodhead Station about two miles they discovered, by the motion of the van, that something was the matter. The guard at once ran to the handle of his break, whilst Livesley went to the van door: the van was suddenly stopped and thrown off the rails, and Livesley was found immediately afterwards lying in the ditch at the side of the railway.

Livesley received a compound fracture of the ancle-joint, and other injuries in his fall, but was not, at first, considered to be in a dangerous state: erysipelas ensued, however, and he only survived six days. I understand that the medical evidence before the coroner's jury by whom the body was viewed, was to the effect that the principal cause of his death was disease of the heart, which is somewhat extraordinary, inasmuch as he is represented to have been a stout young man, who had previously been particularly exempt from ailments of every kind.

The van was divided into two parts—a closed body, and an open space at one end of it. The guard and his companions were all three in the closed portion when the unusual motion of the van was first perceived. The guard was thrown down by the subsequent shock, and saw no more of Livesley, than that he opened the window and ran to the door, and the carriage inspector could not tell what became of him, because he himself remained in the interior. As the van door was fastened before Livesley went towards it, and as he could have looked out, if that had been his only object, without opening it, it appears most probable that he endeavoured to avoid the danger which he thought was impending, by jumping out of the van about the time that the sudden stoppage occurred.

Upon examination, after the accident, it was found that the trailing tire on the off side of a second-class carriage had given way; that the wheel had been broken to pieces; that (probably by the ends of the spokes sinking in the ballast) the axle had been torn from under the carriage; and that the near wheel of the carriage had come in contact with the leading axle of the van, and had (supported by the axle to which it was attached, and the broken spokes in front, on the other end of it), caused the draw-bar to give way, and the van to stop in this sudden manner.

The tire was fractured in two places, a large portion, about three feet in length, having been detached from the remainder. The one fracture was at the weld, and, as shown by the annexed sketch, exhibited a flaw in the centre, which could not have been discovered previously to the accident. The other was a clean fracture, not near a rivet-hole, and was, probably, the consequence of the blows which the tire must have received after the other fracture had taken place.



This tire had been in use for some six years, but was of a thickness (1 inch and 7-16th) considerably greater than that at which it is deemed necessary to condemn tires of the same description. It must have done a large quantity of work, in spite of its imperfect weld, and was only fractured at last during the severe weather which has proved destructive to so much of the same material. I could not discover how many miles it had run, or by whom it was welded, because the record-book of the Company, by means of which such information might have been obtained, was, with some others, destroyed in the autumn of last year, by a clerk who had at that time charge of the department. The tire was of Low Moor iron, of good quality, but it seems pretty certain that it was not welded at the Low Moor Works.

This accident was one which the Company could not have foreseen or provided against, and for which, they are not, therefore, in any way to blame; but there is one portion of the evidence connected with it upon which it becomes my duty further to remark.

The train was proceeding at the rate of 30 miles an hour when the accident happened, and was composed of seven carriages and a break-van. The driver perceived a check, as if the guard had put on his break; but, upon looking round, he saw the white lights which were attached to one of the carriages, and concluded that, as the guard did not show any danger signal, all was right. Fortunately there was a curve on the line soon afterwards, for in rounding this curve the driver was enabled to discover that the last carriage of his train had lost two of its wheels, and he accordingly pulled up as soon as he could. The train was not stopped, however, until the passengers in the second-class carriage had been dragged along for about a mile, in a most uncomfortable and perilous manner, upon two wheels, with the hinder portion of the carriage bumping on the rails; and, if it had not been for the curve in the line, which thus luckily came to their aid, their sufferings might have been considerably prolonged. If, on the contrary, there had been such a means of communication between the guard and the driver of the train as would have enabled the guard to warn the driver, directly he felt the unusual motion of his van, the train might have been stopped in a shorter time and without the same amount of danger to the passengers in the second class carriage; and, perhaps, even Livesley would have remained safely in the van, instead of adopting the more dangerous course which he appears to have pursued.

This, then, may be added to the many instances that have previously been brought under their Lordships' notice, as a further proof that it is desirable for the safety of the public, that there should exist the means by which a driver may be warned of any accident that may suddenly happen at the rear of his train.

I have, &c.

H. W. Tyler,

Captain Royal Engineers.

Manchester, Sheffield, and Lincolnshire Railway,

Secretary's Office, Manchester, March 28, 1855.

Sir,

I have the honour to acknowledge the receipt of your letter of the 27th instant, enclosing report from the inspecting officer on the accident which occurred between the Woodhead and Hadfield Stations on the 31st January last, which shall be submitted to the Directors at their next meeting.

I have, &c.

E. Ross,

Secretary.

Captain Galton, R.E.,

&c. &c.

Manchester, Sheffield, and Lincolnshire.

Collision on the Barton Branch.

Railway Department, Board of Trade,
Whitehall, March 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed to inquire into the circumstances attending the accident that occurred, on the 14th February, near the Barton Station of the Manchester, Sheffield, and Lincolnshire Railway.

My Lords direct me to request you to call the attention of the Directors to Captain Tyler's remarks upon the insufficiency of the regulations at present in force for working the Barton branch of this railway, and to state that my Lords trust that such regulations will be issued without delay as shall prevent the possibility of more than one engine being on that branch, in steam, at the same time.

I am to request that you will also call the attention of the Directors to the inspecting officer's remarks on the condition of the engine, No. 10, which was attached to the passenger train at the time of the accident.

I am, &c.

The Secretary of the
Manchester, Sheffield, and Lincolnshire
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, February 28, 1855.

Sir,

In compliance with the instructions contained in your letter of the 17th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred, on the 14th instant, near the Barton Station of the Manchester, Sheffield, and Lincolnshire Railway.

The Barton branch of this railway is a single line, $3\frac{3}{4}$ miles in length, running along the south bank of the river Humber, between New Holland and Barton. A passenger train travels ten times in each direction daily on the branch.

On the afternoon of the 14th instant, the passenger train left Barton for New Holland punctually at 5.30, and ran into an engine travelling in the opposite direction, at about a mile from the former station. Two of the passengers, who were riding in a third-class carriage next but one to the engine, unfortunately received injuries from which they have since died; and three others, as well as two of the servants of the Company, were more or less hurt.

The Barton branch is a straight line, and, were it not for a variation in the level, it would be possible on a clear day to see from one end to the other; but, on the afternoon referred to, it appears that the drivers of the two engines were unable to perceive each other for any great distance before the collision took place, because it was getting dusk, and the snow was falling heavily. The collision must have happened about 5.35 p.m., and the passenger train was proceeding at the rate of twelve miles an hour when it struck the pilot engine, which seems to have been almost brought to a stand to receive it.

I will now proceed to analyze the circumstances which led to this accident.

On the 14th instant, there was a considerable quantity of snow on the branch, and, as the 3.50 train from Barton, due to arrive at New Holland at 4.2, had not come in at 4.10, at which time the express train was due to leave New Holland for London, the station-master thought it necessary to take some measures for its assistance. He first directed his pointsman to look out from the top of a carriage; and the pointsman informed him, after having done so, that he thought he could see some steam, upon which they both concluded that the train must have been brought to a stand by the snow on the branch. The station-master then went to the engine-shed, and to the office of the locomotive foreman, who had, he was informed, gone up the main line with a snow-plough. He next inquired for Mr. Gutzmer, the "foreman of the fitters," and the second in rank in the locomotive department at that station, and, having found him, spoke of the expediency of going on the branch with an engine, in search of the missing train. Before any conclusion had been arrived at, however, on this subject, the Barton train made its appearance; and, as it was prevented by the snow from

backing into the station in the usual manner, the station-master and Mr. Gutzmer took the pilot-engine to its assistance.

Subsequently, at the station, the station-master asked the driver what had made him so late in arriving, and the driver replied that he had been detained by the snow, which was deep, especially at the level crossings; and, as he was sending out assisting engines with the other trains, the station-master asked Mr. Gutzmer if he could send an additional engine with the Barton train on its next trip; but Mr. Gutzmer replied that he had not one to spare. A few minutes afterwards, as Mr. Gutzmer was leaving the platform, the station-master again remarked to him that it would be better to have more assistance with the Barton train, to which he states that Mr. Gutzmer replied, "if we shove them through the points with No. 56 they'll do."

It will thus be seen, that the station-master first conversed with Mr. Gutzmer on the subject of despatching an engine to meet the Barton train, on its 3.50 trip from Barton, and then impressed strongly upon him the necessity of providing assistance for that train on its return down the branch. The station-master further desired the guard to call at the points near the engine shed, on the way to Barton, and ask for another engine; and the guard repeated this instruction to the driver, but the driver did not obey it, because, in passing the points, he saw no engine but No. 56, which, he states, had previously been denied to him by Mr. Gutzmer. The driver, however, slackened speed as he passed the points, and the guard, not seeing Mr. Gutzmer as he passed, shouted to anybody who might hear, for an engine, when some person replied that he could not have one. The driver also states, that, at the New Holland station, *he* asked Mr. Gutzmer to give him No. 56 instead of No. 10, his own engine, because it was more powerful, but that Mr. Gutzmer said he could not spare it, as he wanted No. 56 for something else.

In reply to a previous question from Mr. Gutzmer, as to whether he could "manage" with No. 10, the driver says he replied, he did not know, but he would try; and he himself also complained to Mr. Gutzmer that the snow was "very heavy on the line, particularly about the level crossings."

I have not had an opportunity of examining Mr. Gutzmer, who is awaiting his trial for manslaughter; but his statement, as given before the coroner, at the view of the body of the first passenger who died, is, that when he backed the passenger train into the station at New Holland with No. 56 engine, the driver of the Pandora made great complaints in regard to the heaviness of the road, and asked for another engine, because he was sure he could not take the train without assistance; that he, Mr. Gutzmer, consequently said to him, that he had no engine to give him then, but that he was sure he could get to Barton, down the incline, and that he would go and fetch him back; that the driver then replied, "Well, I know I shall not be able to do it, as the day is getting worse;" and that this was all that passed between them. Mr. Gutzmer further states, that he should not have ventured on the branch with an engine, if he had not understood that the driver of the passenger train expected him; but, that, in pursuance of the arrangement he had made with the driver, he left the engine shed at 5.5, and proceeded on the branch to Barton at 5.12, expecting, at all events, to have reached Barton before the passenger train started on its return. Mr. Gutzmer estimates his speed at "not more than four or five miles an hour all the way," and has no doubt that, as his engine was reversed, in obedience to his instructions, by the man who acted as his fireman, when he saw the train coming, and, as the steam was put on again, he must have stopped, and been proceeding at the rate of two miles an hour, in the same direction with the train, when the collision occurred. He says, that he did not proceed to Barton at greater speed, because he was afraid of overtaking the passenger train, and coming into collision with it, if it had been stuck fast in the snow.

The man who accompanied Mr. Gutzmer on No. 56 engine, was the stoker of the stationary engine in the shed at New Holland. His evidence does not altogether bear out the statement of Mr. Gutzmer. He says, that he left the points at New Holland at 5.18, which he is the more sure of because he asked the pointsman the time as he passed, and that he whistled and reversed the engine when he saw the train coming, but was not able to stop before the collision occurred. He also says that they went at the rate of eight miles an hour for the first mile and a quarter, and four miles an hour afterwards. This man's evidence appears to give what are likely to be pretty nearly the facts of the case.

Manchester, Sheffield, and Lincolnshire.

Collision on the Barton Branch.

I may further remark upon Mr. Gutzmer's statement, that there is not an incline from Barton to New Holland, as the line is nearly level at the ends, with a rise in the centre, or rather at a portion of it nearer to New Holland than to Barton. It is quite possible, however, that Mr. Gutzmer may have made a mistake on this subject.

There is a singular corroboration of one portion of Mr. Gutzmer's defence, which, at first sight, seems to tell strongly in his favour, and against the driver of the passenger train. A gentleman who lives in Hull was travelling in the train, and, immediately after the accident, understood the driver to say to him, in the course of conversation, "I expected an engine to come, but it should have been at Barton before we left." The driver, however, explains this as a mistake, which seems very likely to have occurred, when he asserts, that the only expression of this description which he used, was in reply to the question of some passengers as to when they might expect assistance, when he said he expected an engine from New Holland, as he had sent for some help.

The locomotive foreman at New Holland has the power of ordering engines on the line for the assistance of the passenger traffic, whenever he may learn, by telegraph or otherwise, that such is necessary, and he can do so without consulting the station-master, or any other person; but he states that he should not do so without first consulting the station-master. He says that he has never given Mr. Gutzmer any authority to take engines on the line, and further, that he has more than once had occasion to prevent him from moving engines about in the yard, which it was the duty of the regular engine-men to do. It is certain, however, that in the daytime, in the absence of the locomotive foreman, Mr. Gutzmer takes charge of the department, and it is a question, whether any authority which the locomotive foreman may have, does not, in his absence, devolve upon Mr. Gutzmer. But, be this as it may, there can be little doubt that Mr. Gutzmer ought not, if he had wished to act with prudence, to have sent, or taken out an engine without a distinct understanding with the station-master, and particularly on the single line of the Barton branch; whereas the station-master asserts that he did not see him at all after the conversation above related took place between them.

It is stated that the reason why Mr. Gutzmer and the driver of the stationary engine took the places of the regular driver and fireman of No. 56, was that Mr. Gutzmer had allowed these men to go for refreshment, because they had been at work without much intermission since four o'clock that morning; and his reason for not allowing No. 56 to accompany the Barton train when it started from New Holland, seems to have been that he was obliged to reserve that engine, in case it should be found, on the arrival of the Lincoln train, which was expected, that it was required to assist it. It was only after the Lincoln train came in at 5.5, and was reported to be able to proceed without assistance, that Mr. Gutzmer started with his engine for Barton.

The 3.50 train from Barton did not arrive at New Holland until 4.25, instead of 4.2, as it was detained twenty-three minutes by the snow on the line. It left New Holland again at 4.45 in place of 4.20, but appears to have run to Barton on that trip at its usual speed. It also left Barton at 5.30, as before stated, pretty punctually, and was at the part of the line, at which, according to the time bill, it ought to have been, when it came into collision with Mr. Gutzmer's engine. This accident cannot, therefore, be attributed to any defect of the passenger engine.

It is necessary, however, that I should make a few remarks upon the condition of the engine No. 10, because, in the course of the other inquiries which have been instituted into the causes of the accident, great stress has been laid upon the subject. The station-master at Barton gave evidence before the coroner, and repeated it to me, that the engines on the Barton branch are sometimes defective, and that he has several times made reports to the locomotive foreman, with a view to the remedy of their defects, in consequence of the complaints of the drivers. His last report was made about a month since, respecting the engine No. 10, which was attached to the passenger train at the time of the accident; and the principal defect which then existed—a leakage in the steam pipe—was remedied, and the engine began work again the day before the accident. There was still, however, a leakage from the smoke box end of the tubes, but this does not appear to have prevented the engine from doing its work.

The Pandora, No. 10, engine, was manufactured by Messrs. Sharp, Brothers, and Co., of Manchester, and delivered by them to the Company in December 1844. Since that time it has run 155,259 miles; since it was last retubed it has run 82,994 miles, and since it was last extensively repaired 11,198 miles. Its weight is nearly 17 tons; it has 14-inch cylinders, a 20-inch stroke, and 5 feet driving wheels; and, altogether, it appears to be an efficient engine, and of ample power for the traffic of this branch, as long as it is kept in a proper state of repair. I need hardly add, that it must be for the interest of the Company, as well as for the safety of the public, that engines should not be sent out from the shed in such a state as to call for the complaint of the station-master of Barton above referred to.

The next subject to which I would draw attention in connection with this accident, is the system under which the Barton branch is worked.

Amongst the printed regulations of the Company, there are none that apply specially to this branch as a single line; and the only rules that are brought forward by the Company, as alluding to the case in point, are Nos. 48, 70, and 76.

They are as follows:

No. 48. "Every engine must be propelled along the proper line, which is the LEFT hand line of rails; but, if in case of an accident, an engineman shall be unavoidably obliged to move his engine on the wrong line, he must send his fireman, or some other competent person before him, a distance of not less than 800 yards, before he moves his engine, to warn any engineman coming in the opposite direction; and such person shall continue running, so as to preserve a distance of not less than 800 yards between himself and the engine he is preceding. If dark, the man shall take his RED light, to give the requisite STOP signal, and the engineman of the engine moving on the wrong line must have a RED light in front, and keep the steam whistle constantly sounding, and must not move in the wrong direction farther than to the nearest crossing, where he must instantly remove his engine to the proper line; and it is expressly forbidden to propel any engine on the WRONG line of rails at a greater speed than FOUR miles an hour."

No. 70. "No person, except the proper engineman and his fireman, must be allowed to ride upon any locomotive engine or tender, without an order in writing from the general manager, engineer, or locomotive superintendent."

No. 76. "Enginemen, when piloting, must keep the steam always up, have the tenders filled with coke and water, and have the full complement of tools as stated in rule 41, in working order, and a head lamp in the front and a tail lamp on the hind end of their engine, properly trimmed, and after sunset, lighted; and must go in search of any train that may be half an hour behind the proper time of arriving at the station where such enginemen are piloting."

It will be seen, that in these rules, there is not any reference to the working of a single line; but it is contended by the Company, that Mr. Gutzmer disobeyed No. 48 rule when he took his engine on the branch, because a single line must necessarily come under the denomination of the "wrong line," when traversed in a direction opposite to that in which a train is due to start, and because he did not adopt the precautions laid down in rule No. 48, of sending a competent person 800 yards in front of his engine, and of preserving that distance from him during the whole of his progress. It may be imagined, that on the night in question, when the snow was on the line to a considerable depth, when it was falling fast, and when an engine could not have been distinguished, as at the time of the collision, more than 50 yards off, it would not have been very easy to obey this regulation, either as to the distance to be preserved between the "competent person" and the engine, or as to the signals to be made to the engine, or to a train approaching from the opposite direction. It must also be remembered, that, when Mr. Gutzmer started from New Holland, the line on which he was travelling, can hardly be said to have been the "wrong line," whatever it may have been twelve minutes afterwards, when the time arrived for the passenger train to leave Barton for New Holland.

In regard to rule No. 70, it is a question whether Mr. Gutzmer acted in disobedience to the Company's regulation, that no person must be allowed to ride upon any locomotive engine or tender without an order from the locomotive superintendent, because he was the senior officer of the locomotive department at New Holland at the time; and in regard to rule No. 76, it would appear that

Manchester, Sheffield, and Lincolnshire.

Collision on the Barton Branch.

it would have been his positive duty to have sent No. 56 engine in search of the Barton train, adopting the precautions prescribed in rule No. 48, if the Barton train had been half an hour late. Mr. Gutzmer, however, certainly disobeyed that part of rule 76 which directs that the proper lighted lamps shall be attached to pilot engines *after sunset*, for he had no lights on his engine when the collision occurred.

Altogether, these rules of the Company, though they may be applied, indirectly, to the working of the Barton branch, do not appear to be calculated to ensure safety to the public on that branch, as a single line; and I would therefore beg to suggest, for the consideration of the Company, that, with a view to providing against the possibility of a collision in future, they should issue a special regulation, providing that no two engines shall be allowed to be on the branch at the same time.

Had such a regulation been in force before the occurrence of the present accident, it is not likely that Mr. Gutzmer would have disobeyed it, and, if he had attempted to do so, it would have become the duty of the signalman at the points near the engine shed to stop him.

This accident, then, was immediately occasioned by want of judgment on the part of Mr. Gutzmer, who, however, no doubt, took his engine towards Barton with the best intentions. But it would not, probably, have occurred, if there had been a stringent rule, prohibiting more than one engine from working on the branch at any one time, and I hope that the Company may now be induced to add such a rule to their printed regulations.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

MIDLAND RAILWAY.

Railway Department, Board of Trade, Whitehall, February 5, 1855.

Midland.

Collision at Ullesthorpe Station.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances attending the accident which occurred, on the 16th ult., at the Ullesthorpe Station of the Midland Railway.

My Lords direct me to request that you will call the particular attention of the Directors of the Midland Railway Company to the concluding paragraph of the inspecting officer's report, and to observe that several accidents have lately occurred to trains in consequence of points, professedly self-acting, having failed to close properly. My Lords trust, therefore, that the remarks of the inspecting officer upon this subject will receive the careful consideration of the Directors.

I have, &c.

The Secretary to the Midland Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, February 3, 1855.

Sir,

In obedience to the instructions contained in your letter of the 26th ult., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred, on the 16th January, at Ullesthorpe Station, on the Midland Railway.

On that day, the 7.15 a.m. up goods train from Derby to Rugby arrived at Ullesthorpe at 11.30 a.m., and the driver, at soon as a portion of his train had been uncoupled, proceeded with the remainder a short distance further up the line, then reversed his engine and crossed from the up or easternmost main line across the down main line into a siding lying to the west of both main lines, the self-acting points, which are facing to this retrograde motion, being held open to the siding by the acting signalman, who noticed that they closed

of themselves in a proper manner as soon as the engine had passed through. After leaving one and taking on three waggons, the driver passed out from the siding, across the down, and on to the up main line, the self-acting points being opened by the passing out of the train.

In the mean while, the 10.55 a.m. down goods train from Rugby to Claycross had arrived in sight of Ullesthorpe station, and had pulled up about 50 yards short of the crossing, in consequence of the "danger" signal being on, and of the driver seeing that another train was in the siding; and when the up goods train had passed out of the siding and had got on to the up main line, the signal was lowered for the down goods train to proceed, at the same time that the driver of the up goods train reversed his engine for the purpose of going back for the detached portion of his train, which had been left standing opposite to the platform on the up line.

The two trains thus put in motion proceeded in the same direction and came into collision at the crossing, in consequence of the self-acting points on the up line not having acted in a proper manner, but remained open to the siding after the goods train had passed out from it. The up goods train was in advance of the down train, and the drivers of both trains reversed their engines and did all in their power to avoid a collision. No person received any injury, but the engine and tender of the down goods train were thrown off the lines, and, together with some of the waggons belonging to the other train were damaged.

The self-acting points were carefully examined after the collision had taken place, and the plates were found to be perfectly clean, and there was no dirt, but the oil looked thick, and there had been a hard frost during the night. The station-master states that he tried them two or three times, but they would not act; two or three hours after, when the temperature had changed, they were found again to be in perfect order, and they were in the same condition when I examined them on the 31st ult.

I am of opinion that no blame attaches to any of the Company's servants; but the present accident clearly shows that self-acting points cannot be relied on, although, as in this instance, it can be said that they had never failed before during the last 14 years; and I would, therefore, beg to suggest that the attention of the Directors of the Midland Railway Company might be called to the propriety of having all self-acting points looked to prior to the passage of trains over them, in the direction that constitutes them facing points.

I am, &c.

Captain Galton, R.E.,
&c. &c.

W. Yolland,
Lieut.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 7, 1855.

Collision at Rugby.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from Lieutenant-Colonel Yolland, R.E., the inspecting officer appointed to inquire into the circumstances attending the accident which occurred at Rugby on the 22d ultimo; and I am to express the hope of their Lordships, that the Directors of the Midland Railway Company will cause effect to be given to the recommendation of that officer relative to the issuing of regulations to the servants of both the Midland and London and North Western Railway Companies at Rugby.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 7, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from Lieutenant-Colonel Yolland upon the accident which occurred

Midland.

Collision at Rugby.

at Rugby on the 22d ultimo; and I am to express the hope of their Lordships, that the Directors of the London and North Western Railway Company will give effect to that officer's recommendation relative to the issuing of regulations to the officers of both the London and North Western and the Midland Railway Companies at Rugby.

I am, &c.

The Secretary of the London and North Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, March 3, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which occurred at Rugby on the 22d February.

The management at Rugby is in the hands of an officer appointed and paid by the London and North Western Railway Company, and the arrangements connected with the 6.15 a.m. down or newspaper train, are as follow:

As soon as this train arrives at Rugby from London, it is turned into a siding on the north side of a platform, and the Midland portion of this train, which is placed next the engine, is then disconnected and taken forward by the engine, which belongs to the London and North Western, rather beyond a three-pair of points at which a policeman is stationed. A North Western engine next comes out of a siding on the south side of the same platform, passes over these points until it is clear of them, and it then stands on the same rails as the Midland portion of the train in front of it; both engines are then reversed, and that which came out of the siding on the south side of the platform passes along the siding to the north side of the platform for the purpose of taking on the next portion of the London train intended to proceed on the Trent Valley line of railway; whilst the Midland portion of the train is turned towards the siding lying south of the platform, and the carriages remain alongside the platform until the Midland engine is backed in to take on the train. The North Western engine, which brought the train from London, is then disconnected and goes off to the engine shed.

As soon as the North Western engine is clear of the points, a Midland engine, which has been standing in a siding opposite to the end of the platform, and intermediate to those leading to the north and south sides of the platform, comes out, and, after clearing the points, is reversed and turned into the siding lying to the south side of the platform, in which the Midland portion of the train has already been placed.

The pointsmen state that these engines are always signalled to come out of these sidings, and written instructions to this effect are stated to have been issued to the engine-drivers belonging to the London and North Western Railway, but not to those belonging to the Midland Railway; and the drivers belonging to the latter Company assert that, as regards this particular train, they frequently go out of the siding without being signalled to do so. At 8h. 40m. on the morning of the 22d February, as the Midland portion of the train was backing into the siding leading to the south side of the platform, the driver of the Midland engine, which was standing in the intermediate siding, put his engine in motion towards the points, and thus came in contact with the Midland carriages, damaging a first-class carriage and a break van, and throwing them off the rails. A gentleman (Mr. Hawkesley) in the first-class carriage had his leg severely bruised.

It is certain that no signal was given for the Midland engine to come out of the siding, and the driver states that he made a mistake in doing so: that he mistook the train.

The accident is clearly attributable to the carelessness of the driver of the Midland train, but I beg to recommend that a representation may be made to the Directors of the London and North Western and Midland Railway Companies, that the regulations at Rugby respecting the signals for engines to

move may be made known to and enforced on the Midland as well as on the London and North Western engine-drivers. Had this been done, this accident would not have occurred.

Midland.

Collision at Rugby.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 12, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Midland Railway Company, the enclosed copy of a report which their Lordships have received from Lieutenant-Colonel Yolland, R.E., one of their inspecting officers, on the circumstances attending the accident near the Wigston Station on the Midland Railway on the 22d ultimo.

Accident near Wigston.

I am, &c.

The Secretary to the Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Glasgow, March 6, 1855.

Sir,

In obedience to the instructions contained in your letter of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred, on the 22d February, near Wigston, on the Midland Railway.

It appears that when the 8.0 A.M. down train from Rugby to Derby, consisting of two carriages and one break van, had got half a mile beyond Wigston, or 17 miles from Rugby, the engine-driver found that the train was dragging very much on the engine, and on looking back he saw that the break van was off the rails and jumping, the speed being then from 30 to 35 miles an hour. He immediately shut off the steam, whistled to the guard, and applied the tender's break. The van was placed next to the tender, and the next carriage to the van got off the rails shortly afterwards, and then the next, just before the train was stopped; but the van got on the rails again.

The train ran about 475 yards beyond the place at which the van got off the rails. One person was slightly hurt.

The screw coupling between the van and the first carriage was broken, but that between the second and third carriages remained unbroken.

The rails were found in perfect gauge and in good order, with fished joints. The breaking apparatus of the van was found all in pieces, and some parts of it were picked up on the line, one piece lying south of the spot at which the van is supposed to have left the rails.

The van was examined before the train left Rugby, and is stated to have been in good order.

The only explanation I can offer as to the probable cause of this accident, is, that owing to the severe frost, the breaking apparatus of the van had broken from some concussion on the line, and a piece of it had fallen on the rails and been passed over by the wheels, and the latter had thus quitted the rails. The van and carriages left the rails to the left side, whilst the line slightly curves in the same direction, so that it might rather have been expected that the van would have gone off the rails to the right of the line.

I am, &c.

Captain Douglas Galton, R.E.,
&c. &c. &c.

W. Yolland,
Lt.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Midland Railway Company, the enclosed copy of a report which their Lordships have received from the inspecting officer appointed to inquire into the circumstances

Accident at the Knighton North Junction.

Midland.

Accident at the Knighton North Junction.

attending the accident that occurred on the 27th February at the Knighton North Junction.

My Lords trust that the arrangements which have been made by the Company will prevent the occurrence of similar accidents in future.

I am, &c.

The Secretary to the Midland Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Parliament Street, April 9, 1855.

Sir,

In compliance with the instructions contained in your letter of the 2d instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending a collision which occurred between two goods trains on the 27th February, at Knighton North Junction, near Leicester, on the Midland Railway.

The Midland Railway between Rugby and Leicester is connected with the Burton branch line at two points, respectively called the Knighton North and South Junctions, 685 yards apart. Trains passing between Leicester and Burton quit the main line at the North, and those between Rugby and Burton pass from the South Junction, and these lines unite at the Saffron Lane Junction, 520 yards from the North Junction.

The Knighton North Junction is protected in the following manner:—

1st. On the main line, towards Rugby, by semaphore signals at the North and South Junctions, and by an auxiliary signal between these junctions.

2d. On the Burton branch by an auxiliary signal, rather more than 200 yards distant from the junction from which it is worked; but, owing to the nature of the ground, and a sharp curve in the line, this signal cannot be seen by a train coming from Burton at a greater distance than about 450 yards from the junction; but it is further protected by another signal at Saffron Lane Junction, where the policeman, by ascending a ladder placed for that purpose, can see the auxiliary signal, and should work his own signal to correspond with it.

It appears from the evidence, that as the 8.45 a.m. goods train, consisting of 21 loaded and eight empty waggons, from Rugby to Derby, approached the Knighton South Junction, the driver observed that the "all right" signals were shown to him from both the North and South Junctions, but, that when he had passed the South Junction about 200 or 300 yards, he noticed that a train was coming from the direction of Burton, and he thought it was travelling too fast to admit of its being stopped before it reached the Knighton North Junction, and he therefore very judiciously applied his tender break, whistled to the guard, reversed his engine and set on the steam, having shut it off before, previous to passing the Knighton South Junction, and did all in his power to stop his train, but could not succeed in doing so before his engine had come in contact with the tender of the other train; but without doing any considerable damage beyond throwing both engines off the lines. No person was hurt.

The train thus run into was the 8.40 a.m. goods train of 25 loaded waggons from Coalville to Oakham.

The policeman at the Saffron Lane Junction, when he saw the Coalville train approaching, lowered his signal from "danger" to "caution," which virtually denotes "all right" to an advancing train, as these two are the only signals used, without having previously looked to see if the Knighton North Junction auxiliary signal on the Burton branch was, or was not, at "danger;" but he became aware shortly after he had lowered the signal for the Coalville train to advance, that the Knighton distant signal was at "danger," and then, instead of raising his own signal again to "danger," he waved a green flag for the driver to go cautiously.

The driver of the Coalville train admitted that he was travelling 16 or 18 miles an hour as he passed the Saffron Lane Junction, although the regulations prescribe that the speed should not exceed 10 miles an hour, and he pleaded, as an excuse for this excess of speed, that it was a rising gradient and a sharp curve to get round; that as soon as he saw the green flag waved, he shut off his steam; and that when he had got half way to the Knighton auxiliary signal he saw the "danger" signal on, and he then applied his break, whistled to the

guard, reversed the engine, and set on the steam, and did all he could to stop, but did not succeed in doing so until he had passed the points at the Knighton North Junction, and was run into by the other train at about 11.15 a.m.

Midland.

Accident at the Knighton North Junction.

With respect to the cause of this accident, it was manifestly entirely due to the neglect of duty of the policeman at Saffron Lane Junction, in not having looked to the state of the Knighton North Junction auxiliary signal before he lowered his signal for the Coalville train to come on; blame also attaches to the driver of the Coalville train for travelling past the junction at too high a speed, and for not having immediately reduced it when he saw the green flag waved.

The Midland Railway Company have, I am informed, since this collision occurred, very properly determined in working the Saffron Lane Junction signal, from the Knighton North Junction, continuing the wire back to the Knighton auxiliary signal, which is in sight from the north junction, so that the policeman there may see at all times whether the Saffron Lane signal works properly.

I have, &c.

Captain Galton, R. E.
&c. &c.

W. Yolland,
Lt.-Col. Royal Engineers.

NORTH EASTERN RAILWAY COMPANY.

North Eastern.

Accident near the Brough Station.

Railway Department, Board of Trade,
Whitehall, February 23, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer, upon the circumstances attending the accident that occurred, on the 19th ult., on the Hull and Selby branch of the North Eastern Railway. My Lords have instructed me to request that you will call the attention of the Directors of that Company to the remarks of the inspecting officer upon the insufficiency of the regulations of the Company in regard to the daily inspection of the engines on that branch, and I am to express their Lordships' hope that steps may be taken to amend the regulations on this subject.

I am, &c.

The Secretary of the
North Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, February 20, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, of the particulars of an accident that occurred on the Hull and Selby branch of the North Eastern Railway on the 19th January, into the circumstances of which I inquired, agreeably to their Lordships' instructions conveyed to me in your letter of the 24th January.

The train to which the accident occurred was what is termed the market train, proceeding from Hull to Selby, with a train of empty carriages, to convey passengers from the latter town to the Hull Market.

The train left Hull at 5.45 a.m., and consisted, besides engine and tender, of four carriages and a van, the latter being next the tender. The train had passed the Brough Station, which is 10½ miles from Hull, about two miles, when the guard says he saw the driver shutting off steam, which was followed by a rush of steam from the fire-box door, throwing about a quantity of lighted coke. He (the guard) put on his break, and when the train brought up he got out to see what was the matter. Finding neither driver or fireman on the engine, he went back to look for them. He found the former about 800 yards back, walking towards the train. He told him that both he and the fireman had been blown off the engine. Leaving the driver to proceed, the guard went on, and found the fireman sitting on the side of the railway. Both of the men were badly scalded, and the fireman has since died.

I examined the engine, which I found at Hull, and the cause of the accident was at once apparent. The strap of the small end of the connecting rod had broken; the connecting rod, then coming in contact with the ground, had broken

North Eastern Railway.

Accident near the Brough Station.

into three pieces, leaving a piece of some inches in length attached to the crank, which being carried round by the revolution of the crank axle, beat two holes in the bottom of the boiler, forcing at the same time three of the tubes out of the tube plate of the fire-box. The consequence was, that there was an immediate rush of steam into the fire-box through the holes caused by the abstraction of the tubes. An examination of the strap, which appears first to have gone, showed the iron of which it was made to be of good quality. It broke in two or three places, and one of the fractures was through a screw-hole tapped in it to fasten on the brass plate which carried the oil cup; the surface of this fracture was more or less covered with oil, which would lead to the conjecture that a flaw must have existed preceding the fracture, and the question arises, if the flaw did exist, whether it should not have been discovered previous to the engine going out to work. The ordinary treatment of the engines at Hull is to work them every day except Sunday, without allowing them a day's rest to be washed out and to get a careful overhauling, unless some deficiency is reported. The duty of the engine (No. 259), to which the accident happened, was to run short trains, and to pilot, her average day's work amounting to eighty miles a day. The driver comes to his work at 7 a.m., and leaves at 9.30 p.m. There is a locomotive foreman at Hull, with another foreman under him; neither of these men consider it an imperative duty to inspect the engines before they go out to their day's work, but in case of any reported deficiency, one or other of them inspect the engines, and see that the repairs required are properly executed. The engineman is expected to examine his engine before he goes out and when he comes in, but though his duty may not be severe, yet it is long, as he is 14½ hours at work, and much cannot be expected from him in the way of overhauling his engine. When he brings his engine into the shed after his day's work, he hands it over to the cleaner, who is only a labourer, and therefore not likely to detect any flaw or deficiency that is not very palpable. If the flaw was only of recent existence previous to the fracture of the strap, it was in a place not easy of detection, being covered by a brass plate; and, therefore, when called upon at the inquest to say whether I thought any one to blame for the accident, I said no, for it could only be on the certainty, first, of a flaw existing, and secondly, on the length of time it existed, that I should have been justified in imputing blame which might have criminally involved some one; but in reporting for their Lordship's information the same reserve is not necessary, and I may give it as my opinion that, indirectly, the Company's management is not free from blame in this matter, for it cannot be considered that the public safety is duly cared for, when engines are run continuously without a day's rest *once* in the week, when they may undergo a careful examination and overhauling by the driver, and that no inspection of them is required by the locomotive foreman previous to their going out for the day's work, which is contrary to the practice I have found to be usual at most stations that I am acquainted with, where a locomotive foreman and an establishment of engines is kept. It is also usual at such places to keep a day-book, in which the driver, after the day's work, is required to enter any repairs that his engine may require, and a note is afterwards made by the foreman when such repair has been executed. No such book is kept at Hull.

If a more careful system of inspection and examination such as I have pointed out had been the practice at Hull, it is not *impossible* that the accident might not have occurred, but I am quite sure that such a reform in the management as I have indicated will tend to the future security of the public.

I found the general state of repair of the engine good, and the tubes and fire-box were perfectly sound.

I am, &c.

The Secretary of the Railway Department, Board of Trade.

GEO. WYNNE,
Lt.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 27, 1855.

Accident between Cramlington and Killingworth.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their inspecting officer, upon an accident which occurred on the North Eastern Railway, in which the want of a means by which the guard could

be enabled to communicate with the engine-driver of the train was severely felt. It appears from the report, that the North Eastern Railway Company, upon whose line the accident occurred, have provided in some of their trains a communication by means of a bell and rope, but in consequence of the stock of the Great Northern Railway Company not having been fitted with such means of communication, these arrangements could not be carried into effect.

My Lords direct me to observe, that in their letters of the 27th October 1853 and 19th May 1854, upon accidents which had occurred on the Great Northern Railway, they had occasion to impress upon the Directors the importance of adopting some means of communication, and the Directors in their reply to a letter from this department, dated the 22d July 1854, stated that a communication is effected on their trains by means of a bell and rope.

From these statements, it would appear that the method adopted by the North Eastern Railway Company is very similar to that in use on the Great Northern Railway.

Under these circumstances, my Lords direct me to express their regret, that inasmuch as the carriages of one Company frequently traverse the lines of the other, and as the length of the joint lines amounts to more than 340 miles, the Directors of the two Companies have not felt it to be necessary to direct their officers to come to a mutual understanding, so as to ensure that an uniform method of communication between the engine-drivers and guards of trains, to be applied to through trains, be adopted on these two lines.

My Lords trust that this subject will receive the careful consideration of the Directors, and they will be glad to receive an assurance that no time shall be lost in accomplishing the object in question.

I am, &c.

The Secretary of the
Great Northern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 27, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed copy of a report which they have received from their inspecting officer, upon the accident which occurred to a train on the North Eastern Railway, on the 19th ultimo. The serious consequences of this accident would appear to have been due to the want of a means of communication between the engine-driver and the guard of the train.

It is stated in the report, that the North Eastern Railway Company had adopted a system of communication for their own trains, but that in consequence of the carriages of other companies, not furnished in a similar manner, frequently forming a portion of the trains, the system has been discontinued.

My Lords are aware that on railways which form separate links in a continuous line of communication, for a plan to be effectual, it is necessary that it should be uniformly adopted by all the railways concerned.

My Lords have, therefore, communicated the substance of this report to the Great Northern Railway Company as well as to the North Eastern Railway Company, and they have urged those Companies, as they now do the Directors of the North British Railway Company, to cause the subject to be considered carefully by their officers, with a view to the effectual adoption of an uniform system, and my Lords will be glad to learn the result of their deliberations upon the subject.

I am, &c.

The Secretary of the
North British Railway Company.

Douglas Galton,
Captain Royal Engineers.

North Eastern Railway,
Secretary's Office, York, March 29, 1855.

Sir,

I beg to acknowledge the receipt of your letter of the 27th instant, and the accompanying enclosure, which shall be laid before the Board of Directors at their next meeting.

Captain Galton, Royal Engineers,
Railway Department, Board of Trade.

I am, &c.
W. O'Brien, *Secretary.*

North Eastern.

Accident between Cramlington and Killingworth.

Railway Department, Board of Trade,
Whitehall, March 27, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from their inspecting officer, upon the accident which occurred on the North Eastern Railway, on the 19th ultimo, between the Cramlington and Killingworth Stations.

It would appear from this report that the more serious consequences of this accident were chiefly attributable to the fact that the servants of the Company in charge of the train were not furnished with any means by which they could communicate with each other.

It is stated that upon trains composed exclusively of carriages belonging to the North Eastern Railway Company, a system of communication had been arranged; but, inasmuch as it was not adopted by the Great Northern Railway Company, and as the trains were frequently partly composed of that company's carriages, the system was discontinued.

My Lords are aware that on railways which form separate links in a continuous line of communication, for a plan to be effectual, it is necessary that it should be uniformly adopted by all the Companies concerned.

My Lords have, therefore, communicated the substance of this report to the Great Northern Railway Company, and to the North British Railway Company, and they have urged those Companies, as they now do the Directors of the North Eastern Railway Company, to cause the subject to be considered carefully by their officers, with a view to the effectual adoption of an uniform system; and my Lords will be glad to learn the result of their deliberations upon this subject.

I am, &c.

The Secretary of the
North Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 1, 1855.

Sir,

In compliance with the instructions contained in your letter of the 24th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 19th ultimo, between the Cramlington and Killingworth Stations of the North Eastern Railway.

The express train which left Edinburgh at 9.50 a.m. on the 14th ultimo, was composed, in the following order, of an engine, a tender, a break van, two first-class carriages, one composite carriage, one first-class carriage, and a break van. When the train had arrived within about nine miles of Newcastle, the head guard, who was riding in the last van, and was looking out towards the front, observed that the first-class carriage immediately before him, gave—to use his own expression—a sudden "plunge in the forepart;" and, soon afterwards, he saw what appeared to be a piece of iron fly out from under it. He did not know, however, whether this piece of iron was a wheel tire, or a spring, or any other portion of the carriage. The guard then seized his red flag, and tried to signal to the driver or the front guard. Failing to attract their attention, he attempted to cross over the carriages for the purpose of warning them of what had happened; but the carriage before him plunged so violently as to deter him from doing so, and he got into his van and put on his break. This caused the couplings and side chains, by which the break van was attached to the carriage in front of it, to snap, and he was left on the road, helpless, in his van.

The train, however, pursued its course at express speed for two miles and a quarter further before the driver found that anything was the matter. The driver, fireman, and front guard, then felt a sudden check, which threw the two former against the firebox of the engine; and the driver shut off his steam, and whistled for the breaks. He soon afterwards felt the engine spring forward, and, having pulled up as quickly as he could, got down to see what was wrong with it. The front guard also examined his train, and found that a van and two carriages had been left behind. The two carriages,—the first-class carriage before alluded to and the composite carriage in front of it,—had been left some 800 yards in the rear, and the van, about two miles and a quarter behind

them. The axles and wheels of the first-class carriage, were some little distance behind the body of the carriage, and the composite carriage was uninjured; but it was fortunate that the couplings gave way, as, otherwise, the first-class carriage body might have been dragged still further along the rails. There can be little doubt that the violent check first felt by the driver, was that produced by the dragging of the first-class carriage along the rails, after it had lost its wheels, and that the subsequent springing forward of the engine, happened when the couplings of the composite carriage gave way, and when the engine was thus relieved of so great a drag upon it.

An inspector of platelayers was on the spot two hours after the accident, and, in searching for the cause of it, he found the tire of a near wheel of the first-class carriage, at some 200 yards from the spot where the guard first saw the carriage plunge, and from the point at which the first marks were discernible on the ballast. The tire was fractured, with an opening of about six inches at the fracture, but was not otherwise out of shape. He also found the wheels and axle of the first-class carriage some little distance in rear of the carriage, with three of the wheels perfect, and one axle broken.

It appears from these circumstances, and from the position of the different parts, as above described, that the tire of the near leading wheel of the first-class carriage must have first given way; that the leading axle was then torn from under the carriage, by the concussions which followed upon the loss of the tire; and that the wheels and leading axle were thrown against the trailing axle with such force as to fracture it, and drag it, with its wheels, from under the carriage. It is almost unnecessary to remark, that if, as has been supposed, the axle had first given way, it would not have travelled for a distance of nearly three miles without parting from the carriage to which it belonged.

An examination of the fractured axle and tire confirms the above conclusions. The tire was of good iron, from the Low Moor Company, and it had given way at the weld, in consequence of a large flaw in the centre. As the weld was complete round the edges, this could not have been previously discovered by examination of the exterior. The tire was welded by Messrs. Sandford and Owen of Rotherham: it had been in use for two years and eight months, and was far from being worn out.

This accident, then, could not have been foreseen, or prevented, and neither the North Eastern Railway Company, on whose line it happened, nor the Great Northern Company to whom the carriage belonged, can be considered as in any way to blame for the origin of it. But it is clear, that a large amount of danger to the passengers, as well as to the guard in the hind van, would have been avoided, if there had been any means by which that guard could have at once attracted the driver's attention, when he saw what had happened. The total distance travelled by the engine after the accident, was about three miles, by the first-class carriage about two miles and three quarters, and by the van about half a mile; whereas, if the guard had been able to ring a bell on the engine, or otherwise to attract the driver's attention, the whole train might have probably been stopped within the last-mentioned distance. It is but right to mention, that I am informed by the North Eastern Company, that, some little time since, they incurred considerable expense in providing their express and mail trains with the requisite means of communication between the guard and driver, by affixing bells on the engines, and wheels on the vans, and a rope between them.

They report that this system answered exceedingly well, and that it was only discontinued because the Great Northern rolling stock which came on to their line, was not fitted up in the necessary manner, and because they could not therefore carry it out without great inconvenience. I understand that the Great Northern Company approve, however, of this very system, and, whatever may have been the reasons for the non-adoption of it, hitherto, in the joint arrangements of these two Companies, I am inclined to believe that any suggestions which their Lordships may think it necessary to make to them on the subject, in reference to the present accident, would have a most beneficial effect; and would, perhaps, be the means of inducing them to agree upon, and to employ for the great distance over which their trains continuously travel, a means of communication between the two ends of each train, which should be in constant use, and which would not, therefore, be so liable to be found out of order, on some sudden emergency, as if it were more rarely employed.

North Eastern.

Accident between Cramlington and Killingworth.

It may, perhaps, be as well, in reference to this question of communication between guard and driver, to draw attention here to my report of yesterday, on the subject of a recent accident near the Woodhead Station of the Manchester, Sheffield, and Lincolnshire Railway, which was very similar, in every respect, to the occurrence now under consideration. In that case, the passengers in a second-class carriage were dragged helplessly on two wheels at the tail of a train, for one mile; and, in the present instance, the passengers in a first-class carriage were probably in still greater danger, inasmuch as they were compelled to travel in a very unsafe carriage, at express speed, for three miles.

I have, &c.

H. W. Tyler,
Captain Royal Engineers.

North British Railway, General Manager's Office,
Edinburgh, April 4, 1855.

Sir,

In reply to your letter of the 27th ult., addressed to the Secretary of this Company, I am desired to say that the Directors have, in concert with the North Eastern and Great Northern Companies, already taken steps for the trial of a plan of communication between engine-driver and guard.

I have, &c.

Captain Douglas Galton, R.E., Thos. K. Rowbotham.
&c. &c. &c.

Great Northern Railway, Secretary's Office,
King's Cross Station, London, April 18, 1855.

Sir,

Your letter of the 27th ultimo, enclosing a copy of the report of Captain Tyler, R.E., on an accident on the North Eastern Railway on the 19th February, was laid before the Board of Directors yesterday, and I am instructed to inform you, in reply to the observations therein made in reference to the provision of means for communication between guards and engine-drivers of trains, that an apparatus for the purpose, and of the description adopted by the Railway Clearing House, is adapted to all the through trains on this railway, and is in course of being applied to every other train.

I have, &c.

Captain Galton, R.E. J. R. Mowatt,
Railway Department, Board of Trade. *Secretary.*

SCOTTISH CENTRAL RAILWAY.

Railway Department, Board of Trade,
Whitehall, February 19, 1855.

Scottish Central.

Collision near the Bannockburn Station.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report their Lordships have received from their inspecting officer, of his inquiry into the circumstances attending an accident which occurred on the 11th ultimo near the Bannockburn Station of the Scottish Central Railway.

My Lords direct me to point out to you that the system which is stated to have been pursued at this station, of not invariably keeping the distant signal lighted during the hours of darkness, although trains are occasionally stopped at the station, and perform shunting operations in those hours, appears to them to be fraught with danger; and I am to express their hope that it will be discontinued.

I am at the same time to request that you will call the attention of the Directors to the remarks of the inspecting officer upon the alleged disagreement between the several time tables supplied to the engine-drivers on the line.

I am, &c.

The Secretary of the Douglas Galton,
Scottish Central Railway Company. *Captain Royal Engineers.*

Scottish Central

Collision near the Bannockburn Station.

Railway Department, Board of Trade,
Whitehall, January 31, 1855.

Sir,

In compliance with the instructions contained in your letter of the 22nd instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 11th instant, near the Bannockburn Station of the Scottish Central Railway.

The Bannockburn Station is 2½ miles south of Stirling. To the south of the station there are some sidings, the points leading to which, from the down line, are 160 yards from the platform. For the protection of the station, there is a distant signal 922 yards to the south, which is visible for 400 yards.

At 6.35 on the morning of the 11th instant, a goods train of the Scottish Central Railway Company arrived at Bannockburn, and began to shunt five waggons, which were to be left in a siding at that station. About four minutes afterwards, a Stirling and Dunfermline goods train, following on the same line of rails, came into collision with it, causing a considerable amount of damage, and slightly injuring the driver of the Dunfermline engine.

The Scottish Central train was not timed to stop at Bannockburn. It is said by the guard to have left Greenhill (the junction of the Scottish Central and Caledonian Railways) at 6 a.m., to have arrived at Larbert at 6.15, to have left Larbert at 6.20, and to have arrived at Bannockburn at 6.35. The distance between Larbert and Bannockburn being 5½ miles, it would, according to this statement, have travelled at an average rate of 22 miles an hour from the former to the latter station.

The Dunfermline train was due by the Edinburgh and Glasgow, and by the Scottish Central time bills, to stop at Bannockburn, but it was not due by the Stirling and Dunfermline time bill to stop at that station, nor had it been in the habit of doing so. It is stated by the guard to have started from Glasgow at 4.40 a.m., to have arrived at Larbert at 6.30, and to have run into the Scottish Central train at Bannockburn about 6.45. The guard also states, that, when he arrived at Larbert, where the train was stopped by the signalman, the latter informed him that the preceding train had been gone nine minutes, and that, as he stayed afterwards four or five minutes at Larbert, the Scottish Central train must have started from thence 13 or 14 minutes before him. According to this statement, the Dunfermline train would have travelled at the rate of from 30 to 33 miles an hour between Larbert and Bannockburn.

The night watchman and signalman at Larbert, whose name is Dawson, gives evidence to the effect that the Scottish Central train stopped at Larbert at 6.15, and started again at 6.19; that the Stirling and Dunfermline train arrived about 6.24, and stayed three or four minutes; that the driver of the latter train was abusive to him for stopping his train, and for ordering him to remain until the 10 minutes, required by the regulations to be observed between the passage of trains, had passed, and that the driver finally started in direct disobedience to his orders, at 6.28, or nine minutes after the Scottish Central train. This latter part of the signalman's statement is very distinctly contradicted by the other three persons who were present, the driver, the fireman, and the guard of the Dunfermline train. The driver, himself, acknowledges having sworn at the signalman, as, he says, railway servants sometimes do at one another, because he was vexed at being stopped; but the fireman believed it to have been done in good humour; and they all agree, that, before the driver started from Larbert, the signalman said, "You may go on now, but keep a good look-out for the goods train in front," or something to that effect. The signalman admits that the driver had already waited until nine, out of the ten minutes, for which it was his duty to detain him behind the previous train, had passed, and it certainly is not very probable that the driver should, for the sake of one minute more, have disobeyed the signalman in so important a matter. This circumstance appears to throw a considerable degree of doubt over the whole of the evidence of the signalman, and prevents much confidence from being placed in the times of arrival and departure of the two trains from Larbert Station, as given by him. But, as the signalman and the guard of the Scottish Central train agree, as to the arrival of that train at Larbert at 6.15, and its departure at 6.19, or 6.20, it may perhaps be assumed that such were the facts of the case, in spite of the statement of the driver of the Dunfermline train that *he* arrived at Larbert at 6.10. The four minutes given by the signalman, as the period for which he detained the Dunferm-

Scottish Central.

Collision near the Bannockburn Station.

line train at Larbert, is stated by the driver to have been several minutes, by the guard to have been 13 or 14 minutes, and by the fireman to have been four or five minutes. It is probable, however, that the guard's statement, in this respect, is not much to be depended on, and that the other witnesses are nearer the truth; and, altogether, it may be considered as pretty certain, that the driver of the Dunfermline train travelled over the $5\frac{1}{2}$ miles between Larbert and Bannockburn, in a period less by some minutes than the 15 minutes in which the Scottish Central train performed that distance; and it may therefore be inferred, that the driver of the Dunfermline engine exceeded the speed of 22 miles an hour, which, according to the statement of the guard of the Scottish Central train, was the average rate of that train between the two places.

The special warning stated to have been administered, at starting, by the signalman at Larbert to the driver of the Dunfermline engine, was the more called for on the morning in question in consequence of the state of the atmosphere, which was so foggy, that the lights at the tail of the Scottish Central train were not visible for more than 40 yards, according to the evidence of the guard, or 25 yards, according to the statement of the driver of the Dunfermline train. There was no other warning to the driver of his danger than that afforded by these lights, and they cannot be considered as having been of any great utility on such a morning; and I am, therefore, surprised to find that it has been attempted to impute to the driver, in a great measure, the blame of the accident. This man may have exceeded the speed which caution would dictate as safe, on so foggy a morning, when he knew that a goods train was in front of him, but he could not possibly have been expected to travel to Stirling at such a rate as would enable him to stop in 40 yards. He and his fireman both state, that, in passing the distant signal of the Bannockburn Station, they opened the fire-door, and, on examining the signal post by the light of their fire, found that the lamp was not lighted, and that the signal showed "all right;" and, under these circumstances, it was not likely, that men who were some three hours late with their train, and who had been at work since nine o'clock on the previous evening, would exercise the amount of caution required in such a case to keep them out of danger.

I am inclined to attribute this accident solely to the circumstance, that the Scottish Central train was standing at the Bannockburn Station, where it had not been in the habit of stopping previously, without being protected otherwise than by its own lights, which, on such a morning, were practically no protection at all. On inquiring into the reason why it was thus unprotected, I find that the guard of the train trusted to the station arrangements for protection, as he was 532 yards within the distant signal, whilst neither the lamp of the main signal, nor that of the distant signal, was lighted. It appears that, when the goods train arrived, the porter at Bannockburn was in the act of lighting the lamp attached to the main signal post, as was his practice about half-past six every morning, but that, on account of the frost, he had some difficulty in doing it, and he thought it better, under the circumstances, to assist in in shunting the waggons of the goods train, so as to get it out of the way as soon as possible, before completing the operation; and it further appears, that it had not been the practice to keep the lamp of the distant signal burning in the morning, after about two or three o'clock. As shunting operations were carried on at this station about once a week, on irregular days, and at early hours, the only wonder is, that a catastrophe of this nature did not soooner occur; and this accident is sufficiently accounted for by the absence of the proper means of protection for the train at Bannockburn, without imputing blame to any of the servants of the Company who were immediately concerned in the transaction.

The only remaining points on which I have to remark, are, the unpunctuality of the Dunfermline train, and the discrepancy which was shown to exist in the time bills. The former was caused by the circumstance of the engine employed with the train on the previous trip having broken down, and by a difficulty that ensued in supplying its place; and the train was, for this reason, four hours late in starting from Dunfermline the night before, and two hours and 40 minutes late in leaving Glasgow that morning. In regard to the latter point, I have to observe, that it appears to be an inconvenient arrangement, that the separate time bills of the different Companies should be used on this portion of railway, particularly when they are not exactly similar. On this occasion, the

driver of the Dunfermline train was supplied with a Stirling and Dunfermline time bill, but not with an Edinburgh and Glasgow time bill, or with a Scottish Central time bill; whilst the guard of the same train was supplied with a Stirling and Dunfermline time bill, and with an Edinburgh and Glasgow time bill, but not with a Scottish Central time bill. It is true that the Edinburgh and Glasgow, and Scottish Central time bills, appeared to agree in those parts of them which related to the same subjects, with the exception that, whilst the one was called Edinburgh and Glasgow and Scottish Central, the other was called Scottish Central and Edinburgh and Glasgow; but the Stirling and Dunfermline time bill differred from these two, inasmuch as the Dunfermline train was not timed to stop at Bannockburn by it, and had not been in the habit of doing so, whereas it *was* due to stop at that station according to the other time bills. As these three Companies are under one general management, I hope it may be found possible, as it would be obviously advantageous, to print one bill for the use of all their servants.

Scottish Central.

Collision near the Bannockburn Station.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

Scottish Central Railway, Secretary's Office, Perth, February 21, 1855.

Sir,

I have to acknowledge receipt of your communication of 19th instant, enclosing copy of report by Captain Tyler, on the late accident at Bannockburn station on 11th ultimo, which I will submit to the Directors of this Company.

I have, &c.

Captain Galton, R.E., &c. &c.

John A. Jamieson, *Secretary.*

SOUTH DEVON RAILWAY COMPANY.

Railway Department, Board of Trade, Whitehall, March 5, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the information of the Directors of the South Devon Railway Company, the inclosed copy of the report of their Lordships' inspecting officer on the circumstances which attended the accident to a mail train at the Brent Station on the 20th ultimo.

South Devon.

Accident at Brent Station.

I have, &c.

The Secretary of the South Devon Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, 1, Parliament Street, March 1, 1855.

Sir,

In obedience to the instructions contained in your letter of the 21st ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the accident which occurred on the 20th February, at Brent Station on the South Devon Railway.

It appears from the evidence, that as the down mail train from Exeter to Plymouth was entering Brent Station, situated about seven miles west of Totness, at about 6.45 a.m. on the 20th February, a sudden jerk was felt, and the head guard, who was riding in a second-class carriage, on looking out, observed that a first-class carriage intended to have been the last in the train was off the rails, but still running on the wooden sleepers.

The train properly consisted of a tank engine, mail tender, second-class carriage with break, and a first-class carriage, arranged in the order in which they are here written, but a break van in which were two goods' guards and a carriage truck were attached behind the first-class carriage. As soon as the head guard became aware that the carriage was off the rails, he applied his break, and the engine driver, who had also felt the jerk, shut off the steam, blew his whistle, and applied his break.

South Devon.

Accident at Brent Station.

The first-class carriage travelled a short distance on the sleepers to the left of the rails, and then on the ballast, which was frozen very hard, and subsequently came successively in contact with the transoms. The break van and truck appear also to have quitted the rails to the left of the line, and after running some distance crossed to the right side, and the screw coupling and side chains between the first-class carriage and the break van having broken, the van and truck ran up the bank on the right side, when the former was overturned and fell on its left side, and the latter rolled over and lay with its wheels uppermost on the rails. The first-class carriage still continued to run on the left side of the rails, and ultimately ran against the parapet wall of an under bridge, about 270 yards from the spot on which it is supposed to have first quitted the rails, having broken the screw coupling and side chains connecting it with the second-class carriage, and having destroyed about nine of the transoms contiguous to the bridge, was there stopped; the advanced end compartment being smashed on the left side, and half filled with stones off the parapet of the bridge. Fortunately it was unoccupied. The centre compartment had two first-class passengers in it, who, finding from the jumping that something was wrong with the train, lay down in the bottom of the carriage, and when it struck against the parapet wall escaped with slight injuries, and the goods guards in the break van were unhurt.

The train is supposed to have been travelling from 30 to 35 miles an hour when the jerk was felt, not being timed to stop at Brent Station. The first-class carriage was greatly damaged, and the break van and truck were also damaged, but to a less extent. The rest of the train remained on the rails, and was stopped about 200 yards beyond the bridge.

It was afterwards ascertained that the first-class carriage had the tire of its left leading wheel broken at the weld within one inch of a rivet, which however was perfectly sound, and the end of the tire had sprung outwards at this part five or six inches, but remained in contact with the wheel at the next rivet, distant about 27 inches; this rivet being also intact. The tire was made at the Low Moor Iron Company's works, and the wheels had run for several years. The iron appeared to be of good quality, but the weld, technically known as a jumped weld, as contradistinguished from a V weld, was found to be defective almost throughout, being good and perfect only on the outer surface, so that there were no means of discovering the extensive flaw that exis ted in the interior, by any external examination.

I attribute the length of time which this wheel has proved serviceable to the circumstance of the rivet having been placed so very close to the defective weld.

I should not omit to mention, that the axle of a Great Western carriage broke a few days before this accident occurred, and the carriage quitted the rails about three-quarters of a mile east of Brent Station, and left unmistakeable evidence on the sleepers and transoms of its progress; the marks were pointed out to me, as, at one time, it was supposed that the first-class carriage had quitted the rails at the same spot; but I have no doubt that it happened where the jerk was felt.

I think it certain that the accident was occasioned by the fracture of the tire, which elevated the wheel on the left side, and thus allowed it to pass over the rail on the same side, the line curving slightly to the right; and I am of opinion that no blame attaches to any of the officers or servants of the Company, and that it was one of those accidents which could not have been prevented.

I have, &c.

Captain Galton, R.E.,
&c. &c.

W. Yolland,
Lieut.-Col. Royal Engineers.

SOUTH STAFFORDSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, March 15, 1855.

South Staffordshire.

Accident on the Dudley Incline.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from the inspecting officer appointed to inquire into the

circumstances attending an accident which occurred, on the 27th ultimo, to a goods train on the Dudley incline of the South Staffordshire Railway.

I am to state that my Lords fully concur in the opinion expressed by Colonel Yolland, that in cases of waggons or carriages breaking away from trains on ascending inclines, the danger to be apprehended from their running back should be guarded against by attaching sufficient break power in the rear of the trains, and not by the adoption of catch sidings.

I have, &c.

The Secretary of the South Staffordshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade, Whitehall, March 12, 1855.

Sir,

In obedience to the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with an accident which occurred, on the 27th February, to a goods train on the Dudley incline of the South Staffordshire Railway.

It appears that when the 5.20 a.m. goods train, consisting of seventeen loaded and one empty waggon, had nearly reached the summit of the Dudley incline and was about to enter the station it was stopped by signal; and when, after some delay, the signal was changed permitting the train to enter, on attempting to start one of the couplings broke, and eleven or twelve of the waggons with the break van behind them commenced descending the incline, notwithstanding that the break of the van was screwed tightly on, and the wheels were sliding along the rails, which are stated to have been very slippery. The guard got out of his van and attempted to stop the train by inserting a wooden sleeper in a wheel of one of the other carriages, but was unsuccessful in his attempt, as the sleeper proved to be rotten and broke.

In the meanwhile, a tank engine, which had been down to Dudley Port to take in water, commenced ascending the incline, and had passed up rather beyond the Sedgeley Road Junction with the Stour Valley Line, distant about half a mile from Dudley, when the driver observed the waggons rapidly descending towards him; whereupon he stopped, reversed his engine, and put it in motion down the incline, telling the policeman as he passed the Sedgeley Road Junction that he thought he should be able to stop the descending waggons, which are said to have passed the policeman at a speed of from 20 to 25 miles an hour, and the driver by judiciously regulating his speed allowed the waggons to overtake him, and succeeded in stopping them at about 3.10. p.m. just as they passed inside of the Dudley Port distant signal about one mile from Dudley, without doing any damage whatever. Fortunately a passenger train for Dudley then due was behind its time, and a serious accident was thus prevented.

Great credit is due to the engine-driver for the judicious manner in which he acted.

The fracture of the coupling chain, the absence of a second connexion, and the insufficiency of the break power at the rear of these waggons, were the causes that permitted this accident to occur; and I am of opinion that the nature and manifest inadequacy of the present connexion between adjoining carriages and waggons, is a subject deserving the serious consideration of the Directors of all Railway Companies.

The South Staffordshire Railway Company with the view of preventing similar accidents in future, propose to construct two catch sidings, with self-acting points, weighted to admit into these sidings any waggons or carriages that may break away from trains ascending to Dudley; but I beg to observe, with respect to this proposition, that after these sidings shall have been constructed, freedom from this class of accidents cannot thus be guaranteed, inasmuch as, first, ascending trains might meet these descending waggons higher up than the junction with these sidings; secondly, that self-acting points can never be depended on to turn all descending waggons into these sidings; and next, that, even if it were assumed, that these self-acting points could at all times be relied on, there must necessarily still be considerable damage to the Company's stock, accompanied by danger to the lives of the Company's servants, by permitting break-

South Staffordshire.

Accident on the Dudley Incline.

away waggons to rush into these sidings, with the impetus they may have obtained from descending the incline.

I am informed that the proper load up the Dudley incline of 1 in 60 seldom exceeds seventeen waggons, and that one break van will stop this load, when the rails are in a dry and favourable state; but that it requires a second break to retain this number of loaded waggons at rest when the rails are in a wet and greasy state. I beg, therefore, to state that the proper remedy for avoiding this class of accidents on inclines is to take care that the train does not consist of a greater weight than the engine is capable of starting with and taking up from any part of the incline, and that it should include such an amount of break power as will suffice to bring it to rest, in the event of any of the coupling chains breaking.

The South Staffordshire Company can readily attach, at Dudley Port, an extra truck, furnished with a break, to the rear of each train going up the incline to Dudley; and if they require additional sidings for any other purpose, I see no objection to the construction of those now proposed, provided they are not made through sidings.

I am, &c.

W. Yolland,

Lieut-Col. Royal Engineers.

The Secretary of the
Railway Department, Board of Trade.

SOUTH WALES RAILWAY COMPANY.

Railway Department, Board of Trade
Whitehall, February 20, 1855.

South Wales.

Accident near the Carmarthen Station.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which their Lordships have received from their inspecting officer, upon the circumstances attending an accident which occurred, on the 3d of January, near the Carmarthen Station of the South Wales Railway.

My Lords direct me to call the attention of the Directors to that officer's remark that, although there were other engines available at Carmarthen, a passenger train was started by the officers of the Company, with the "Loadstar" engine, of which a leading spring was broken, and I am to express the hope of their Lordships that steps may be taken to prevent the recurrence of a similar accident.

I am, &c.

Douglas Galton,

Captain Royal Engineers.

The Secretary of the
South Wales Railway Company.

Railway Department, Board of Trade,
Whitehall, January 30, 1855.

Sir,

In compliance with the instructions contained in your letter of the 16th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, on the circumstances connected with an accident which occurred to the 1.20 p.m. up passenger train from Haverfordwest to Carmarthen, on the 3d January, near Carmarthen Station, on the South Wales Railway.

It appears that, on the day in question, when the Loadstar engine, which brought up the 9.15 a.m. up express train from Haverfordwest to Carmarthen, arrived at the latter station, the right-hand leading spring was found to be broken, and the driver having reported the circumstance to the foreman in charge of the locomotive department, the latter inserted a small wooden block, two inches and a half thick, between the wood framing and the top of the broken spring, and the engine was despatched in this state to Haverfordwest at 11.0 a.m. for the purpose of bringing up the 1.20 p.m. up train, there being two other engines in the yard at Carmarthen at the time, which could have been sent. On the way down to Haverfordwest the engine ran off the rails to the left side, about five or six miles from Carmarthen, when travelling at the rate of eight or ten miles an hour, but it was soon stopped,

and, with the assistance of some persons employed on the line, was got on the road again without difficulty. The driver then reduced the thickness of the wooden block to one inch and three-eighths, and on his arrival at Haverfordwest reported to the station-master that his engine had been off the rails, but said nothing respecting his having had a spring broken, and during the time the engine was at Haverfordwest it twice mounted the rails and ran off the line to the left, but in each instance this occurred at the same spot, where there was a very defective rail, and the driver informed the station-master that this rail was the cause of the engine mounting.

The Loadstar left Haverfordwest again with the 1.20 p.m. up passenger train, and proceeded safely until it arrived within about a quarter of a mile of Carmarthen, when it again mounted the rails and ran off the line to the left, and ran partly down an embankment, its speed being about 10 or 12 miles an hour, dragging the tender and one carriage off the rails, but injuring none of the passengers. The engine-driver was thrown off the engine over the side rail, and his feet falling between the wheels, he had one of the small bones of his leg broken. The fireman was unhurt.

The wheels and rails were found in perfect gauge, and it should be remarked that there was a curve in the line to the right, at each of the places where the engine mounted the rails. After the accident, besides other injury to the engine, the other leading spring was found to be broken, but it is not known whether it broke prior to or subsequent to the engine leaving the line and running down the embankment.

As regards the cause of the accident, I think it likely that the wooden block inserted on the right-hand side was too thick, and took too much of the weight off the remaining leading spring, and thus permitted the left wheel to rise when the engine was on its way to Haverfordwest; that the defective rail and the curve in the line was a sufficient cause for the engine mounting the rails in the Haverfordwest yard; and that it is probable the other leading spring broke prior to the engine again leaving the rails, when drawing the 1.20 p.m. up train.

Taking the whole of the circumstances into consideration, I am of opinion that, as there were two other engines available at Carmarthen, the officers of the Company at that station should not have allowed the Loadstar to be sent to Haverfordwest with a broken spring, and that the driver neglected his duty in not having informed the station-master at Haverfordwest of his engine having a broken spring, at the same time that he told him that he had been off the rails on his way down.

I am, &c.

W. Yolland,

Lt.-Colonel Royal Engineers.

Captain Galton, R.E.

&c. &c.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

425

REPORT

OF ONE OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON A

COLLISION

BETWEEN TWO PASSENGER TRAINS,

WHICH OCCURRED

On the 21st May 1855,

AT THE

DUDLEY STATION OF THE SOUTH STAFFORDSHIRE RAILWAY.

Presented to both Houses of Parliament by Command of Her Majesty,
June 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

249

RAILWAY ACCIDENT.

SOUTH STAFFORDSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 20, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report they have received from their inspecting officer, upon the accident which occurred on the South Staffordshire Railway, at the Dudley Station, on the 21st ultimo.

It would appear, from this report, that the accident in question is precisely of the same character as the accident which occurred at the same place on the 29th of October, and that, in the report upon that accident, the inspecting officer observed upon the dangerous manner in which the traffic in both directions was worked, over a portion of single line adjacent to the platform.

My Lords regret to learn, from the report they have now received from Colonel Yolland upon this second accident, that that officer's observations on the subject of the first accident (except in the minor point of the alteration of a signal) have been entirely disregarded.

It would also appear, that the portion of line which is now worked as a single line was, when originally inspected by the officers of this department, one of the lines of a double line of railway; and that the use of this line as a single line is therefore contrary to the understanding upon which the inspecting officer reported the line as safe for traffic, and has not been subsequently sanctioned by this department.

It is with great surprise that my Lords learn that the persons in whom the management of this portion of railway is vested have deviated from the arrangements in force at the opening; and, although a large increase must have taken place in the traffic since the line was opened, that they have discontinued the use of a double line, and now use a single line, which is only adapted to a small traffic; and further, that notwithstanding the danger of the system of working pursued by them had been pointed out, they have not made use of those safeguards for working a single line which are usually adopted.

My Lords direct me to observe, that the disregard which those in whom the management of this portion of line is vested have shown to the suggestions which have been made to them, for adopting a safer method in working the traffic over the single line, has entailed upon them a very heavy responsibility; and my Lords call upon the Directors to take steps, without any delay, either to restore the double line, or, if the single line be retained, to cause it to be worked either by a pilot engine or a pilot man, or in some other manner equally efficacious for securing the safety of the trains.

I am, &c.

The Secretary,
South Staffordshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, *Parliament Street, June* 15, 1855.

Sir,

In obedience to the instructions contained in your letter of the 25th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which took place, on the 21st May, near Dudley Station on the South Staffordshire Railway.

It appears from the evidence, that, on the morning of the 21st May, a train from Walsall was due at Dudley Station at 10h. 50m. and according to the time bill, another train for Walsall was appointed to leave Dudley at 10h. 55m. The 10h. 50m. a.m. was late about five minutes in reaching Dudley, and as it ascended the incline of 1 in 65, towards that station, the distant signal worked from the signal-box on the south side of the over-bridge carrying the turnpike-road, from which it was about 440 yards distant, indicated that "all was right," and as soon as the train had passed, it was turned to "danger" to protect the tail of this in-coming train; and as it passed Lord Ward's bridge, situate about midway between the signal-box and the distant signal, the semaphore signal at the signal-box was observed to be turned off, thus allowing the train to advance; but when it had arrived at the lower end of the goods shed according to one witness, and at 50 yards from the points, according to another, the semaphore signal was suddenly raised to "danger," and the driver sounded the whistle for the guard's break, shut off the steam, applied his break, reversed the engine, and again set on the steam, but was unable to stop the train before it came into violent collision on the single line of rails, over which nearly the whole of the South Staffordshire passenger traffic between Dudley and Walsall and Birmingham and a portion of the goods traffic is passed, with the 10.55a.m. train just going out of the Dudley yard on its way to Walsall.

The manner in which the traffic is conducted to and from the Dudley yard is fully stated in my report of the 15th November last; but on this occasion, two signalmen were employed at the signal-box at the south side of the over-bridge, one in charge, and the other, it is stated, as an assistant, for the purpose of being fully instructed, as to the correct manner of performing the signalman's duty. As soon as the 10.55 a.m. train had sounded the preparatory signal whistle for permision to leave the platform, the signalman telegraphed to Dudley Port to know if all was clear at that station, and on receiving an answer in the affirmative, he called out to the assistant signalman "all right for Walsall," and as he had observed, whilst telegraphing to Dudley Port, that a train was ascending the incline, he then went himself to turn the distant signal to "danger" as soon as the ascending train had passed it, and when he had done this, on turning round, he saw the assistant signalman under the bridge, holding the handle of the switches for the out-going train, and he states that he was not aware that the semaphore signal had been touched by the assistant signalman; but a platelayer on the line observed the assistant signalman lower the semaphore signal from "danger" to allow the in-coming train to proceed; but immediately after the words "all right for Walsall" were uttered, he raised the semaphore signal again to "danger," then turned off the diamond signal, situated inside the Dudley yard, to allow the 10.55 a.m. train to come out, and then went and placed himself at the points under the bridge.

The consequence of showing the "all right" signals in both directions, was, that the in-coming and out-going trains, said to be each travelling at from four to eight miles an hour, came into violent collision on the single line of rails just below the over-bridge, when about 45 persons were more or less injured, some of them very seriously, but it is hoped that no case will prove fatal. Neither the engines nor carriages were thrown off the rails, but no less than 10 out of the 14 carriages composing the two trains had their upper parts or bodies shifted on their under framework.

It is stated that it was no part of the assistant signalman's duty to lower the semaphore signal, unless he had been specially directed to do so by the signalman in charge, and I have no doubt that he was guilty of gross carelessness in having done so. When I was at Dudley he had been remanded by the magistrates for a misdemeanor, and I have since heard that he was fined 5*l.* for his misconduct. It was, however, mentioned, and not denied, that this man had been employed by himself, at different times since January, to work the signals at this box and also at that on the north side of the over-bridge, and hence the reason assigned, on the behalf of the management of the South Staffordshire Railway, that he was necessarily employed, on the 21st May, learning his duty, in order that he might be available at any time, in the event of the ordinary signalmen being sick or absent, is not in my opinion sustained. I offer no excuse for the man's neglect, but I am satisfied that the accident resulted from mismanagement, in having unnecessarily placed two men to do one man's duty.

Having had to inquire into the particulars of an accident of precisely the same character which occurred at the same station on the 29th October, within about 40 yards of the same spot, and having in my report of the 15th November pointed out "the highly objectionable and dangerous" manner in which the passenger traffic was carried on to and from the Dudley yard, which report was forwarded to the secretary of the South Staffordshire Railway Company, with a request from their Lordships, that the Directors would give their attention to the subject, and which report and letter were acknowledged by the general manager of the lessee of the line, I deemed it necessary to inquire from the latter what steps had been taken to alter the arrangements I had pointed out as being so dangerous, or if a different system of working the line had been followed since that time, and was informed that the position of a signal which was badly placed in the Dudley yard had been changed, but that nothing had been done towards altering the mode of conducting the traffic in and out of the Dudley yard, or towards adopting the regulations which are essential for the public safety on single lines; that it was considered to be impracticable to work the short portion of single line by the usual arrangements for single lines without stopping the traffic on the incline, the more especially as there was, at the present time, very great difficulty in passing the large amount of traffic in and out of the Dudley yard.

I should observe that the three lines of rail alluded to in my report of the 15th November extend from Dudley Port to within a few yards of the south side of the over-bridge, where the three merge into two, which pass under the over-bridge into the yard; and the object of causing the whole of the *out* and *in* passenger traffic, and a portion of the goods traffic, to pass over the *arrival* line under the bridge at Dudley, has been for the purpose of appropriating the second line of rails, which passes under the over-bridge, for the shifting and shunting goods trains between Dudley yard and the goods sheds. There is, however, another single line of rails leading to the goods sheds further to the east, but at present it only communicates with a part of the sheds.

It is quite certain that the arrangements adopted by the lessee of the South Staffordshire Railway for working the traffic never received the sanction of any of your inspecting officers; and, had it been known at the time the line was inspected that any such arrangements would be adopted, it is also certain their Lordships would not have consented to this portion of the line being opened for public traffic. A double line of rails was sanctioned, but the lessee of the South Staffordshire Railway, by his method of working, has virtually converted it into a single line of railway at a very dangerous part close to Dudley Station; and the Directors of the South Staffordshire Railway Company apparently take no steps to lessen the evil.

To show that the evil is of serious magnitude, I enclose lists of passenger and goods trains in and out of Dudley yard daily, showing the stated times of arrival and departure, furnished to me by the general manager of the lessee, and to

point out that there are no less than six pairs of these trains appointed to enter and quit the Dudley yard at the same moment; that 25 pairs of passenger trains and 13 pairs of goods trains depart or arrive generally within very short intervals of each other, and mostly pass over the short portion of single line under the bridge, so that the slightest error, mistake, or neglect on the part of the signalmen at the north or south side of the over-bridge may be attended with the same result as in this accident.

I am of opinion, having given the subject much consideration, that the reasons assigned for continuing to conduct the traffic as in October last are altogether unsatisfactory and insufficient; as I am satisfied, that not only might one of the usual arrangements for single lines have been adopted for this short portion of single line under the bridge, but other and less objectionable means of passing in and out of the Dudley yard might have been made available, as it is merely a question of expense; so that, although the assistant policeman has been prosecuted and convicted, the parties really responsible, from their supineness, for this sad accident, will altogether escape.

I have, &c.

W. Yolland,

Lieut.-Colonel Royal Engineers.

Captain Galton, R.E.

&c. &c.

List of Passenger Trains in and out of Dudley Station, on the South Staffordshire Railway (daily).

June 1855.

Trains *out* of Dudley.		Trains *in* to Dudley.	
Time due.		Time due.	
c 6·50 A.M.	Lower Level Train.	7·10 A.M.	from Lower Level.
8·20	Upper do.	8·25	„ Lower do.
9·20	Lower do.	8·40	„ Upper do.
10·0	Lower do.	e 9·0	„ Upper do.
a 10·10	Upper do.	a 10·10	„ Lower do.
10·55	Lower do.	10·50	„ Lower do.
11·40	Upper do.	11·30	„ Upper do.
b 12·15 NOON	Upper do.	b 12·15 NOON	„ Lower do.
12·30	Lower do.	12·50	„ Upper do.
1·35 P.M.	Lower do.	1·15 P.M.	„ Lower do.
2·50	Upper do.	1·45	„ Upper do.
3·10	Upper do.	2.20	„ Lower do.
d 3·15	Lower do.	3·40	„ Upper do.
4·10	Lower do.	4·5	„ Lower do.
4·50	Upper do.	4·15	„ Upper do.
5·20	Lower do.	f 5·0	„ Lower do.
6·45	Upper do.	6·10	„ Lower do.
7·0	Lower do.	6·15	„ Upper do.
7·50	Lower do.	6·35	„ Lower do.
8·45	Lower do.	7·50	„ Lower do.
9·15	Upper do.	8·30	„ Upper do.
9·40	Upper do.	8·55	„ Lower do.
10·10	Lower do.	10·5	„ Upper do.
11·25	Upper do.	11·15	„ Lower do.
11·45	Lower do.	11·38	„ Upper do.

List of Goods Trains in and out of Dudley Station, on the South Staffordshire Railway (daily).

June 1855.

Trains *out* of Dudley.		Trains *in* to Dudley.	
Time due.		Time due.	
2·55 A.M.	Lower Level Train.	2·45 A.M.	from Lower Level.
6·30	Upper do.	6·20	„ Lower do.
7·0	Lower do.	c 6·50	„ Upper do.
8·35	Upper do.	8·30	„ Lower do.
e 9·0	Lower do.	8·50	„ Upper do.
11·20	Lower do.	11·0	„ Lower do.
{ 3·0 P.M.	Lower do.	2·30 P.M.	„ Lower do.
{ 3·0	Upper do.	2·55	„ Lower do.
3·25	Lower do,	d 3·15	„ Upper do.
f 5·0	Lower do.	4·45	„ Lower do.
7·30	Lower do.	7·10	„ Lower do.
8·35	Upper do.	8·30	„ Lower do.
9·10	Lower do.	8·50	„ Upper do.

Note.—The trains marked by the same letter leave or arrive together.

W. Y.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

433

TWO REPORTS

OF AN

INSPECTING-OFFICER OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE,

ON THE

EXPLOSION OF BOILERS

OF

LOCOMOTIVE ENGINES,

ONE OF WHICH OCCURRED AT

THE GLOUCESTER STATION OF THE GREAT WESTERN RAILWAY,

On the 7th February 1855,

AND THE OTHER AT THE GREENOCK STATION OF THE CALEDONIAN RAILWAY,

On the 5th April 1855,

TOGETHER WITH A

COPY OF A CIRCULAR ISSUED BY THEIR LORDSHIPS TO THE RAILWAY COMPANIES ON THE SUBJECT.

Presented to both Houses of Parliament by Command of Her Majesty,
June 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY,
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1951

RAILWAY ACCIDENTS.

GREAT WESTERN RAILWAY.

Railway Department, Board of Trade.
Whitehall, June 11, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Great Western Railway Company, the enclosed copy of a report by their Lordships' inspecting officer, Lieut.-Colonel Wynne, R.E., of his inquiry into the circumstances connnected with the bursting of the boiler of the Actæon engine, on the 7th February last, at the Gloucester Station of the Great Western Railway.

My Lords trust that the question as to the cause of the corrosion of this boiler, more especially with reference to its application to other locomotive boilers therein discussed, will receive the careful attention of the Directors, and they will be glad to learn the views of the locomotive engineer of the Company thereon.

I have, &c.

The Secretary of the
Great Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 5, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with the explosion of the boiler of a locomotive engine belonging to the Great Western Railway Company, at their Gloucester Station, on the 7th of February.

The engine, the boiler of which exploded, is known as the Actæon; it is a six-wheeled engine, with the driving-wheels in the centre; it was delivered to the Company in December 1841, and had, consequently, done about thirteen years' service when the accident occurred. It was re-tubed, and underwent a thorough repair, in May 1850. The mileage with the first set of tubes was 150,939; with the second set of tubes it was 107,433. The cylindrical part of the boiler was 8 feet 6 inches long, and was made of 5-16″ iron boiler plate, each piece about two feet in width, four of which were bent lengthwise round the cylinder, but not breaking joint. The boiler was furnished with two safety valves, each $3\frac{1}{4}$ inches diameter; one was weighted to 90lbs. on the square inch, and the other had 88lbs. on the square inch, and ferules were attached to prevent the valves being tampered with.

The train was the 6.15 a.m. out of London, and the Actæon was taken on at Swindon. At Stroud a fresh supply of water was taken, and from thence till the train reached Gloucester one feed was kept open, and the glass gauge on arriving there was quite full. The glass was 9 inches long, and the bottom of it was on a level with the top of the fire-box, which was, therefore, in no danger of being overheated. After the passengers were discharged from the train at the Gloucester platform, the driver took the engine and two carriages to a siding about 100 yards off, where he had to leave the second carriage (at this time steam was blowing off, but not strongly, from both valves). Having left the carriage in the siding, the driver allowed the engine and remaining carriage to run back by gravity alone, the line here being on a steep incline. Whilst in the act of running back the boiler exploded. The effect of the explosion was to blow off both safety-valves, sending them a distance of about 30 yards, and through the roof of the goods shed. The iron ring of the foot-stay of the boiler, weighing 100lbs., was thrown a distance of nearly 300 yards, when it struck the wall of a house, making a breach through it. The bottom half of

the cylindrical portion of the boiler was forced downwards on to the crank axle, which it broke across at the crank-pin, forcing the right-hand driving-wheel through the iron framing, while the upper half of the cylinder was blown off in one piece, measuring 8 feet 6 inches × 6 feet 6 inches, and weighing about 6 cwt.

I annex a sketch, which will give a general idea of the appearance of the engine after the explosion.

An examination of the fragments of the engine showed the inside of the bottom plates of the boiler to be deeply pitted with innumerable indentations, apparently the effect of some corrosive action; and along the junction of the bottom plates with the side plates, on the right-hand side of the boiler, there was a deep channel eaten away to some extent, reducing the thickness of the plate to 1-10th of an inch, evidently the effect of the same action.

As the boiler plates were torn asunder along this channel, and the most violent effects of the explosion occurred on the right-hand side of the boiler, in the region of the weakened part of it, the conclusion appears irresistible that the explosion was caused by the plates being so much reduced in thickness as to be no longer capable of resisting the ordinary working pressure of the steam.

The valves when found had the ferules on them, which is further evidence that the pressure of the steam was not excessive.

In the investigations I have been engaged in relative to the circumstances connected with boiler explosions, I have had occasion in the greater number of cases to notice the appearance, more or less developed, of the corrosive agency I have already alluded to, and I have also observed it in many boilers under repair, which had not exploded.

Locomotive superintendents and engine makers are quite aware of this action, and attribute it generally to what, I believe, is its true cause, galvanic action; but whether they have made the cause of this action, as well as its direction and any possible means of arresting it, a subject of research, I am not aware, but there can be no doubt that it would be very important to elicit information from them, and ascertain their opinion on the subject.

Believing the question to be one of great and growing importance, and that the investigation of it should be entrusted to some one more conversant with the subject of electrical and galvanic agency than engineers generally are, I applied to Dr. Tyndall, Professor of Physics at the Royal Institution, and he was so obliging as to accompany me on a second inspection that I made of the Actæon, and I have much pleasure in annexing a letter embodying his opinion on the subject.

Dr. Tyndall, in speaking of the causes of the corrosion, says:—"Science probably furnishes the means for its prevention." The importance of such a suggestion cannot be over estimated, when it is remembered that the construction of a locomotive boiler presents an insuperable obstacle to any examination of its interior, except when undergoing a re-construction or very extensive repair. Most destructive agencies may therefore be, and constantly are, at work in the interior of boilers, which no amount of care or forethought in the present state of our knowledge can foresee or prevent.

One great element of safety hitherto has been in the rapid wear of the brass tubes, the renewing of which affords generally a sufficiently frequent opportunity for examining the interior of the boiler. In the present instance the wear of the tubes, I understood from the locomotive superintendent, somewhat exceeded the average duration, and a period of nearly five years elapsed without its being known what was going on in the interior of the boiler. The expense of retubing a boiler is so great that the attention of engine makers is much directed to the subject of increasing their wear, and any success in this direction will necessarily shut up the interior of the boiler for a longer period from view, and, by giving more time for the corroding element to work, increase the source of danger. It sometimes happens that an engine is so far worn out, or from other causes, as to become unfit for hauling trains, and is turned to the lighter duty of piloting, and worked at a lower pressure. In such cases the opportunity of examining the interior is deferred, and the unseen corroding agency has time to complete its work of destruction. It was under such circumstances that a boiler explosion occurred on the London and North Western Railway near Manchester, in 1853, attended with most fatal results.

There have been, no doubt, instances in which boilers but a short time in use, and apparently sound in all their parts, have exploded under circumstances

difficult to be accounted for; but these are the exceptional cases, and I believe that in the majority of instances it will be found that the engines have been old, and the interior of their boilers for a long time closed to view.

Since the accident to the Actæon two other explosions of the boilers of locomotive engines have occurred, reports on which I hope to lay before you for their Lordships' information in a few days.

I have, &c.

(Signed) Geo. Wynne,
Lieut.-Colonel Royal Engineers

(Enclosure.)

My dear Sir,

In placing before you the reflections suggested by our joint examination of the boiler which exploded some time ago at the Swindon Station of the Great Western Railway, I have to express my regret that the absence of safe experimental data on the question of steam boiler explosions generally, renders every opinion upon the subject in a great degree conjectural and uncertain. Our two hours' examination, instead of enabling us to assign the exact source of the actions which led to the destruction of the boiler, merely suggests the mode of attacking the question. While venturing, therefore, upon the following remarks, I cannot help feeling how much more satisfactory it would be to be able to substitute for supposition, however probable, the surer evidence of experimental fact.

The appearances presented by the boiler were as follows:—The iron plates, as far as the water usually extended, were deeply pitted and furrowed by some corrosive agency. At the centre portion of the boiler, the pits, I think, were deepest and best defined; towards the end at which the cold water entered to feed the boiler, they were less pronounced; towards the end nearest to the fire-box they were more diffuse and general. While pondering over these curious appearances, my attention was attracted by the tubes which passed through the boiler; these were of brass, and were attached at one end to the fire-box, and at the other end to the smoke-box of the engine. In the normal condition of the boiler, these tubes were separated from the bottom and sides by an interval of an inch or two, this interval being usually filled with hot water.

Without pretending to a degree of confidence unwarranted by the circumstances of the case, I think it may be affirmed that such a boiler constitutes a veritable voltaic couple, consisting of brass, iron, and the exciting liquid water. Feeble currents of electricity will be established, the direction of which, through the liquid, will be from iron to brass, the iron being what is called the positive element of the couple. A decomposition of the water will take place; hydrogen will be liberated against the brass tubes; oxygen (and acid, if a salt be dissolved in the water,) will be liberated against the iron plates. The quantity thus evolved may be very small, but, acting incessantly for a number of years, it would, I imagine, be sufficient to produce the observed corrosion.

In the course of our examination you directed my attention to the singular preservative influence which the fire-box seemed to exercise on some iron bars which passed through it. There were, I believe, four such bars; solid cylinders, which passed, as longitudinal stays, from the front to the rear of the engine. Up to the point where these bars entered the steam dome they were deeply corroded; in the steam dome they were comparatively unaltered. This seems to be in harmony with the foregoing explanation. Up to the steam dome the iron bars ran side by side with the brass tubes which traversed the boiler; at the steam dome the brass tubes ceased, and from this to the end of the boiler, the iron bars, instead of being *electro moters*, were merely the *conductors* of the currents generated where the bars and the tubes were in close proximity. Other explanations may possibly be suggested, the exact merits of which experiment alone can decide.

Parallel to the row of rivets which united the bottom plate of the boiler to the smoke-box, a deep furrow had been eaten into the plate. A similar corrosive action was not observed parallel to the corresponding row of rivets at the fire-box end. Parallel to one longitudinal row of rivets a furrow had been eaten so deep as to reduce the thickness of the plate from three eighths to less

than one eighth of an inch. Along this furrow the boiler is supposed to have given way; the plates were torn asunder, and the total destruction of the boiler was the immediate consequence.

Now, whatever be the cause of the corrosion, whether we refer it to the oxygen held in solution by the water, or to the decomposition of the water itself, science probably furnishes the means for its prevention. The experiments of Pepys, Davy, Van Beck, and others show that by suitably connecting a more positive metal with iron, the corrosion is diverted from the latter, so that it is thus possible to preserve iron uninjured in a liquid which, under ordinary circumstances, would rapidly attack it.

If the explanation which refers the corrosion to electro chemical decomposition be the correct one, then in boilers where iron tubes are used, instead of brass ones, the pitting and oxidation ought not to take place to the same extent. I say "to the same extent," because a difference in the manipulation of two pieces of iron is sufficient to destroy their electro homageniety and to produce feeble currents when the pieces are immersed in an exciting liquid. An action of this kind may perhaps be established between the iron rivets and the plates they unite, and, possibly, to this cause may be referred the furrows which are sometimes observed to follow the lines of junction. It would, however, be hasty to infer from a single instance that this is a general result; the whole subject demands a thorough examination, and a far wider acquaintanceship with facts than two hours' inspection of a single boiler could possibly furnish.

The longer we reflect upon this subject, more deeply must we be impressed with the necessity of associating, in the construction and management of steam boilers, the knowledge of the natural philosopher with that of the engineer. The consciousness of our deficiency in this respect was present with me when, on a recent occasion, I ventured to state, that "there are agencies at work in a "locomotive of which the maker of it never dreamed, and which may never-"theless convert it into an engine of destruction."* At the present moment it might be difficult to say, how many boilers are on the verge of explosion without any single engineer being aware of the danger. Another point deserving of attention is the following:—Common water always contains a quantity of atmospheric air in solution. This air may be expelled from the liquid by continued boiling; and it is an experimental fact, that water thus freed from air possesses mechanical properties widely different from ordinary water. The cohesion of the liquid is enormously increased, in consequence of which it may be heated to a temperature far beyond its ordinary boiling point without boiling; but when it does boil, it is not with the quiet ebullition of common water, the liquid particles snap suddenly asunder like a broken spring, and ebullition is converted into explosion. It is, I believe, a fact that boilers, after standing for a time, have often exploded at the precise moment when the engineer turned on the steam. The question presents itself, whether the action just referred to may not here come into play? If the water has been sufficiently purged of air and then left at rest, its augmented cohesion may permit of its being heated far above the boiling point due to the pressure upon its surface; the mechanical disturbance produced by turning on the steam would destroy this cohesion, and the superheated liquid would develop a force resembling that of gunpowder on the application of a lighted match. I would wish it to be borne in mind, that we are in total ignorance as to the practical value of these suggestions; but the investigation which the subject so pressingly demands must take cognizance of them all.

I am, &c.

To Lieut.-Col. Wynne, R.E. (Signed) JOHN TYNDALL.

CALEDONIAN RAILWAY.

Railway Department, Board of Trade.
Whitehall, June 7, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred on the 5th April at

---

* On the Study of Physics, a lecture; John Parker and Son, West Strand.

Greenock, caused by the explosion of the boiler of a locomotive engine belonging to the Caledonian Railway Company, whereby two men were killed and four injured.

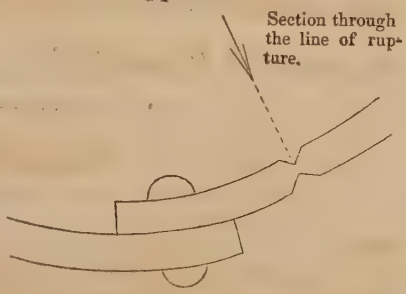
The engine, the boiler of which exploded, is known as No. 51 ; it came on to the line in March 1848, and had run 227,000 miles with the original set of tubes ; it had for some time past been running between Greenock and Glasgow, its daily average work being 91 miles ; the cylindrical part of the boiler is 10 feet 1½ inches in length by 3 feet 6 inches in diameter; it is formed of three pieces of ⅜ inch iron boiler plate, which are of sufficient length to allow each piece to form an entire round of the cylinder, and the longitudinal joinings of each, break joint with the other. The boiler is furnished with two safety valves 3⅜″ in diameter ; the working pressure is from 80 lbs. to 90 lbs. on the square inch, the extreme range of the spring balances being 100 lbs. ; the screw tapped on the rod of the spring balance stops at one inch from the bottom, which would prevent the driver from locking the valve, were he inclined to do so, in the ordinary manner by screwing down the nut.

The engine had come into the shed about 3 p.m. the previous afternoon, and at the time of the explosion, 6.25. a.m., was standing at the entrance of the shed on the up line. The engine shed is 150 feet long, the roof covering it was formed in two parts, that in the front (apparently an addition) was 60 feet in length by 32 feet in breadth, and 24 feet high, being somewhat lower than the portion over the back part of it. Two lines of rails, or cleaning pits, 8 feet apart, run the entire length of the shed. The boiler had been filled from a hose, and the fire lighted between 4 and 5 a.m. ; this class of engine generally takes about one hour and a half to get up steam. When the cleaner left at 6 a.m., he states that steam was not blowing off, and that the valves were screwed down to 80 lbs. A fitter, who was in the shed at the time of the explosion, states that he observed two men on the engine, one of whom was in the act of taking off the damper when the boiler exploded ; he did not observe steam blowing off.

The effect of the explosion was to make a longitudinal rent about one inch above and parallel to the line of rivets of the boiler plate adjoining the fire-box, the line of rivets lying a little to the right of the bottom of the cylinder, thus,—

The engine was lifted up by the force of the explosion and thrown on its side across the down line of rails ; the great body of steam appears to have rushed along the cleaning pit, and encountering two men at the far end who were engaged cleaning another engine, scalded them so severely that they have since died, and the whole of the roof covering the front part of the shed was brought down.

On examining the interior of the boiler as far as it was exposed to view, which was only to a limited extent, the same corroding action, so fully described by Dr. Tyndall in his letter on the Actæon explosion, appeared to have been actively at work. There were the same deep indentations or pitting of the iron boiler plate, and a similar line of corrosion in the region of the rivets forming the line of rupture, having however this peculiarity, that there was a corresponding corrosion on the outside. The obvious conclusion is, that the boiler plate at this part was so much reduced in thickness, and its strength so impaired, that the resisting power of the boiler plate was reduced below the ordinary working pressure of the steam as to cause the boiler to explode.



The circumstances of this boiler explosion appear to be nearly identical with those of the Actæon ; and though the age of the Caledonian engine was not so great as that of the Actæon, yet the amount of work that it had done was not

far short of that performed by the latter, and it had this disadvantage, that the corroding agencies had seven years uninterrupted play instead of five years, owing to the duration of the tubes, which appears to have been unusual, and this fact is illustrative of the consequences I suggested in my report on the Actæon, as likely to arise in the event of engine makers succeeding in increasing the durability of the tubes, viz., that the interior of the boiler would be for a longer period closed from view, and more time given for the development of these destructive agencies.

With a knowledge of these facts and the serious results to be apprehended, I venture to press upon their Lordships how desirable it will be to direct the serious attention of Railway Companies to the subject, and of eliciting the opinion of their locomotive engineers.

In this explosion, as well as that of the Actæon, and of many others reported to their Lordships, where the effects have been very violent, there seems to be no reason to suppose that the safety valves had been tampered with, and as a consequence steam of high tension generated; but, on the contrary, that these effects have been the result of steam of the ordinary working pressure suddenly liberated.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

GEO. WYNNE,
Lieut.-Col. Royal Engineers.

(Circular.)

Railway Department, Board of Trade,
Whitehall, June 15, 1855.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copies of two reports which they have received from their inspecting officer, Colonel Wynne, on the subject of the explosions of boilers of locomotive engines, of which, one occurred on the Great Western Railway, at Gloucester, on the 7th of February, and the other occurred on the Caledonian Railway, at Greenock, on the 5th of April.

It would appear that the bottom plates of these boilers had in some parts become very much corroded, being pitted with numerous indentations; and in one place, near the junction of the plates, where a deep channel had been eaten away, the thickness of the plate was reduced to one-tenth of an inch.

The form in which the corrosion occurred is peculiar; but it is similar to what has been observed in other instances where the plates of locomotive boilers have been examined, after having been in use for a long period of time.

In the course of his inquiry into the causes of the first explosion, Colonel Wynne consulted Professor Tyndal on the subject, from whom a letter is appended to Colonel Wynne's report; and their joint opinion is, that the corrosion has been caused by the continuous action of weak currents of electricity, these currents being generated between the brass tubes and the iron plates, through the medium of the water in the boiler.

The mode in which they consider that these currents act is explained as follows, viz.: "Such a boiler constitutes a veritable voltaic couple consisting "of brass, iron, and the exciting liquid water. Feeble currents of electricity "will be established, the direction of which, through the liquid, will be from "iron to brass, the iron being what is called the positive element of the couple. "A decomposition of the water will take place; hydrogen will be liberated "against the brass tubes, oxygen (and acid if a salt be dissolved in the water) "will be liberated against the iron plates; the quantity thus evolved may be "very small, but acting incessantly for a number of years, it would be suffi-"cient to produce the observed corrosion."

Upon the assumption that the corrosion is due to this cause, Professor Tyndal appears to consider that the use of a different material for the tubes, or an alteration in the distribution of the existing material, would afford a means of preventing, or, at least of retarding, the action.

My Lords are aware that the interior of a locomotive boiler can only be examined when the tubes are removed, at distant intervals of time; and as the aim of engineers is to increase the durability of the tubes, and thereby add to the interval; they feel it to be of the highest importance, that every possible means should be adopted to check any internal deterioration.

Under these circumstances, my Lords are of opinion that advantage may accrue from receiving and collating information from those who have had the advantage of large practical experience on this subject.

They have, therefore, directed me to request that the Directors, if they concur in the view taken by their Lordships, will submit this communication to their locomotive engineer, and request him to inform my Lords what have been the results of his experience in this matter, viz.

1st. Whether the existence of a corroding agency has been observed?

2d. If so, to what cause it has been attributed? and

3d. Whether any means have been resorted to for counteracting it?

My Lords would also be glad to receive any other information bearing upon this subject.

I have, &c.

The Secretary of the DOUGLAS GALTON,

Railway Company. *Captain Royal Engineers.*

LONDON :
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

443

REPORT

OF AN

INSPECTING-OFFICER OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

AN ACCIDENT

WHICH OCCURRED

ON THE SOUTH STAFFORDSHIRE RAILWAY

On the 23d December,

1854.

Presented to both Houses of Parliament by Command of Her Majesty,
1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1952

RAILWAY ACCIDENT.

SOUTH STAFFORDSHIRE RAILWAY.

South Staffordshire Railway.

Collision near the Walsall Station.

Railway Department, Board of Trade,
Whitehall, January 31, 1855.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from the inspecting officer upon the accident which occurred near the Walsall Station on the 23d ult.

My Lords direct me to request you to call the attention of the Directors to the recommendation of the inspecting officer, that additional signals should be placed to protect the Walsall Station, and that a greater amount of accommodation should be afforded for the traffic by means of sidings.

I am also to point out to you the recommendation of the inspecting officer, that this portion of railway should be worked by the electric telegraph, in the manner suggested by the circular letter from this department of the 12th August last.

My Lords have on previous occasions brought this mode of working under the notice of the Directors, whose views on the subject they will be glad to learn.

My Lords direct me in conclusion to direct attention to the inspecting officer's remarks upon the system under which locomotive power is provided for the traffic.

The arrangement would appear to be one in which the interests of the men and their capacities and experience for their several duties are not properly provided for, and my Lords trust, therefore, that it will be carefully reconsidered.

I have, &c.

The Secretary of the South Staffordshire Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 31, 1855.

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a report which they have received from Captain Tyler upon an accident which occurred at Walsall, on the South Staffordshire Railway, in which the trains concerned were driven by servants of the London and North Western Railway Company.

My Lords direct me to request you to draw the attention of the Directors to the inspecting officer's remarks upon the system under which the London and North Western Railway Company supply engine power to the South Staffordshire Railway Company; and as it would appear from the report to be one in which neither the capacity and experience of the men nor their interests are properly provided for, my Lords trust it will be carefully reconsidered by the Directors.

I am, &c.

The Secretary of the London and North Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, January 18, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 23d ultimo, near the Walsall Station of the South Staffordshire Railway.

South Staffordshire Railway.

Collision near the Walsall Station.

The approach to the Walsall Station from the northward is considerably curved, and on gradients falling towards the station of 1 in 314 for 1676 yards, terminating at 812 yards from the station, of 1 in 207 for 362 yards, terminating at 450 yards from the station, and of 1 in 100 running down into the station. The station is protected to the northward by a main signal 30 yards to the north of the station platform, and by a distant signal worked by wires from the main signal. The distant signal is 346 yards from the main signal, and can only be seen for 190 yards from an approaching engine. At the respective distances of 856 and 978 yards from the station, there are two public road level crossings called Hombridge Forge-lane and Ryecroft, and these level crossings are supposed to afford additional means of security when trains are at or near the station, by the exhibition of a red flag from Hombridge, and a green flag from Ryecroft crossing. There are not any signal posts at these level crossings, but hand flags are fixed in sockets on the gates, and can be seen, the red flag at Hombridge for 302 yards, and the green flag at the Ryecroft crossing for 452 yards, on a clear day. The details will, probably, be better understood by a reference to the accompanying plan, with which the general manager of the South Staffordshire Railway has been so good as to supply me.

On the 23d ultimo a goods train arrived at Walsall from the north, at half-past 12 o'clock, but was not allowed to proceed into the station because a passenger train was on the line. At a quarter after 1 o'clock a second goods train arrived, and drawing slowly up was stopped in the rear of the first goods train, in such a position as to project 12 yards beyond the distant signal from the station. At twenty minutes past 1 o'clock a third goods train arrived, and, coming into collision with the second with considerable violence, threw it upon the first, and caused a large amount of damage. The fireman of one of the engines of the third train was unfortunately killed.

The third goods train was a special train, running occasionally from Walsall to Burton and back. It was composed of 2 engines, 35 loaded coke waggons and 1 break van, and left Burton for Walsall at 11h. 5m. A.M. It arrived at Pelsall colliery, which is three miles and a half from Walsall at 12h. 45m., started again from Pelsall colliery at 1h. 12m., and ran into the other trains at Walsall at 1h. 20m. It was almost brought to a stand at Pelsall Station, which is three and a quarter miles from Walsall, in order that it might be shunted for the passenger train to pass, but, as the drivers said they had no water, the station master at Pelsall allowed them to proceed, and, including the partial stoppage which thus occurred, only eight minutes were consumed according to the statement of the guard in the journey from Pelsall colliery to Walsall, which would give an average speed of not much less than 30 miles an hour.

The driver of the first of the two engines was a man of the name of Lawson, who had been in the service of the London and North Western Railway Company for five years as a fireman, had been employed occasionally as a driver for several months, and had frequently acted as fireman to engines running between Burton and Walsall, but had never before driven an engine between those two places. Lawson's fireman had never been on this portion of the line, and had only been employed as an *extra* fireman on certain occasions. The driver of the second engine, John Meeson, had been two years in the service of the South Staffordshire Railway Company as fireman, and, subsequently, two years in that of the London and North Western Railway Company in the same capacity. Whilst in the service of the former Company he had had considerable experience as fireman of the line between Burton and Walsall, but he does not appear to have been employed on it recently, and he had never previously acted as driver to an engine on this portion of the railway. He had only been employed as extra driver in the London and North Western Railway Company's service for about six weeks. Meeson's fireman is stated to have been now and then on an engine before, but to have acted as fireman for the first time on this occasion. This poor man, whose name was Stretton, lost his life in jumping from his engine, probably on account of his want of experience as to the safest way of doing so. He was seen moving about on the engine, apparently in a great state of alarm, before taking the fatal leap.

It thus appears that the two engines by which this train was propelled were under the charge of drivers who had neither of them driven on this portion of the line before, and that their two firemen were not only entirely ignorant in regard to the line, but were also without experience as to their ordinary duties.

Extract sent to the London and North Western Railway Company.

The danger of employing men of this description together must, under any circumstances be great, but it is very much enhanced when the experiment is tried with a heavy special train, drawn by two engines, on a line of the nature of that between Burton and Walsall; and it is necessary to inquire into the system under which measures of a nature so prejudicial to the public safety are permitted.

The locomotive power of the South Staffordshire Railway is supplied under contract by the London and North Western Railway Company; and, though the engines of the lessee of the South Staffordshire Railway are to a great extent employed, yet the drivers and firemen by whom they are worked are supplied by the London and North Western Railway Company, and the servants of the lessee of the South Staffordshire Railway have not any control whatever over the appointment of these men; so that they have not the means of securing the employment on their own line of men fitted by experience, skill, and good conduct, for these important duties. Previous instances of the inconveniences attending this arrangement have not been wanting, and the present is an opportunity which ought not to be lost for amending the system now in force.

The manner in which that system operated on the occasion in question was as follows:—

The locomotive superintendent of the London and North Western Railway Company stationed at Walsall, telegraphed on the night of the 22d ult. to the locomotive superintendent at Birmingham for an engine, which was required to meet the wants of the lessee of the South Staffordshire Railway, and received an answer from Birmingham to the effect that an engine could be supplied, but without men. Another message was then forwarded from Walsall in which were the words "I will arrange about men," and, in consequence of this assurance, Lawson was despatched with an engine from Birmingham. On arriving at Walsall early on the morning of the 23d ultimo, Lawson was, however, directed by the night foreman, who usually gives such directions in the absence of the locomotive superintendent, to proceed with the special train to Burton. It appears that when Lawson's engine was sent from Birmingham, an order was sent with it directing that the men should be at once returned to Birmingham, but in the absence of those men who should, in the regular order of things, have been present to go with the engine, the night foreman at Walsall determined, in consultation with the accountant, to send on Lawson and his fireman in their stead; and thus, men not intended for that duty were, at the last moment, despatched to take charge of one of the engines of a special train, to which was also attached a second engine, under the care of men but little, if at all to be preferred to them. It is urged, on the part of the London and North Western Railway Company, that the necessity which arose for extra men on the 23d ultimo was created by the excessive work to which the men employed by that Company in the service of the South Staffordshire Railway Company had been exposed; and it would certainly appear, from the statements I have received on this subject, that such was the case. I learn from those statements, that out of six engines employed on the 22d ultimo, five were broken down in consequence of the men as well as the engines having been rendered unfit for work by previous "*long hours*." I also learn that, on the 18th December, the Stag engine was at work or standing in steam for 23 hours, including four hours for repairing the engine; that on the same day the Belvidere engine was employed for 20 hours and 40 minutes, the engine having met with "extra delays," and having been in bad order; that on the following day the same engine, the Belvidere, was employed for 13 hours and 50 minutes, and that on the 21st and 22d it was employed for 17 and 18 hours respectively; that the first mentioned engine, the Stag, was employed on the 19th, 20th, 21st, and 22d December, 14, 19, 15, and 19 hours respectively; that on the 20th the Sylph engine was employed for 19 hours and 35 minutes; that on the 22d the Birmingham engine was employed for 21 hours and 45 minutes; and that on the 23d, after the collision, the Justin engine was employed for 26 hours and 10 minutes.

The men appear to have been in attendance on the engines for the whole of the above-mentioned hours on the occasions specified, and, in extracting these instances, I pass over other periods of 15, 16, and 17 hours, for which the engines and men were employed in the same week, because I consider that the cases above selected are sufficient to show that reform is urgently called for in the manner of working the locomotive department of the South Staffordshire Railway. It seems that though the engines and drivers are provided by the

South Staffordshire Railway.

Collision near the Walsall Station.

Extract sent to the London and North Western Railway Company.

London and North Western Railway Company, yet, when once supplied for their day's work, they are kept as long as may suit the wants and convenience of the servants of the lessee of the South Staffordshire Railway, and a most unsatisfactory state of affairs is, as far as I have learnt, the result.

The effect of the whole arrangement I understand to be as follows:—

The lessee of the South Staffordshire Railway and the London and North Western Railway Company make a bargain with each other, by which the latter supply the former with locomotive power, at so much per mile, and the lessee, having nothing to do with the men employed until they commence work, is unable to ensure the appointment of efficient or proper men on his own line, whilst the London and North Western Railway Company are equally unable to apportion to the men in *their* service, either the amount of work they shall perform, or the number of consecutive hours for which they shall be required to attend.

It is not to be wondered at, that, under such a system, misfortunes should happen, and men should be overworked: and as long as it continues in force, the safety of the men employed, as well as that of the public conveyed, must be liable to be sacrificed to the conflicting interests of the contracting parties. I would therefore beg to suggest, for their Lordships' consideration, that it might be desirable to direct the attention of the lessee of the South Staffordshire Railway and the Directors of the London and North Western Railway Company to the subject, with a view to inducing them to come to some arrangement more satisfactory to all parties. I am confident that such is the hearty desire of those who are more immediately concerned in the working of the traffic on the part of both the lessee and the London and North Western Railway Company, and I hope that, after the accident that has now occurred, those in whose power it lies to make the necessary alterations will not permit questions of commercial interest to interfere in so important a matter.

I believe that the South Staffordshire Railway is by no means the only line on which locomotive power is supplied by the London and North Western Railway Company, and that the difficulties of the question in regard to the latter Company may perhaps be thus increased, but I would submit that its importance is augmented in the same proportion, and that this is, therefore, far from being a good reason for not placing matters on a better footing. The South Staffordshire Railway is, no doubt, peculiarly situated, and it may be urged by the lessee that the men and engines stated to be employed for so great a number of consecutive hours, had not more than from 80 to 100 miles to run during the longest periods; but this cannot be considered as a valid excuse for the employment of men for longer periods than are safe for themselves, the traffic, or the public. It certainly seems, however, to prove that the nature of the traffic causes the lessee of the South Staffordshire Railway to employ for a great many hours the men for whom he pays at the rate of a proportionably small number of miles. But this is a branch of the subject into which it is not my province to enter, and I therefore abstain from entertaining the questions of the remuneration paid for the locomotive power, or the manner in which it is charged.

The men who were in charge of the two engines of the special train, appear to have behaved badly in many ways. They had a dispute before leaving Burton as to which should go first. They were both annoyed at Pelsall colliery, because, when they were stopped for the purpose of taking on some coals, the train which they afterwards ran into was allowed to go before them; and Lawson was very abusive to the man employed by the Pelsall Colliery Company, who, in conjunction with the South Staffordshire Company's signalman employed there, was the cause of their being stopped. Having been ordered to shunt at Pelsall colliery, for the passenger train to pass, they first blocked up both main lines with their train, and then told the signalman they were short of water. They accordingly received permission to proceed, and they are described as having done so at a furious speed, which elicited from the signalman the remark "Them gentlemen means going it." At Pelsall Station, where the train was also stopped to shunt out of the way of the expected passenger train, the same excuse of want of water was given, and when the station-master, for that reason, permitted them to go forward, they are again described as having gone off at a great pace. On nearing Walsall, they were observed to be travelling so fast that the people from the neighbouring houses and shops ran out to witness the accident which they expected to occur. The driver of the

second engine is stated by an eye-witness to have shut off his steam, and reversed his engine between Hombridge and Ryecroft crossings, or at 900 or 950 yards from the station; and the driver of the first engine, is stated by the same eye witness to have shut off his steam *after* he had passed the red flag at Hombridge crossing, or at less than 856 yards from the station.

A second eye-witness, however, states, that the steam was shut off from the first engine between the two crossings; and the fireman of the first engine asserts that his steam was shut off before coming to the Ryecroft crossing.

The guard of the train felt a jerk at or near the Hombridge crossing, which induced him to believe that one of the engines was reversed at that point; and Meeson, the driver of the second engine, admits that he there reversed his engine in consequence of the red flag which he saw in the woman's hand, though he states that he shut off steam at a mile and a half from Walsall. Meeson also states, that he gave the driver of the first engine a signal to shut off his steam whilst passing through the cutting before coming to Hombridge crossing, but he cannot say whether it was obeyed.

I will now proceed to consider the amount of protection afforded by the signals exhibited by the servants of the lessee of the South Staffordshire Railway. The second goods train, as before stated, projected about 122 yards beyond the distant signal, and, as this signal is only visible for 190 yards, it could not have been practically of any use to the drivers of the third train. The red flag at the Hombridge crossing was 358 yards from the tail of the goods train, and could be seen from a distance of 302 yards, and 660 yards may therefore have been afforded by this signal to the drivers for pulling up their train. The green flag at Ryecroft crossing was 480 yards from the tail of the train, and was visible for 452 yards, and would therefore, at the very utmost, have cautioned the drivers at 932 yards from the tail of the 2d goods train.

The only signals, then, that could have been of any avail in warning the drivers of the impending danger were a red flag, visible at the utmost at 660 yards, and a green flag, visible at the utmost at 932 yards from the point of obstruction; and, looking to the gradients of the line, without reference to the conduct of the men on that particular occasion, it cannot be considered that these signals and these distances were sufficient to ensure the stoppage of a heavy goods train, or, indeed, of a train of less weight, before arriving at the point of obstruction.

The level crossings, as before stated, are not provided with fixed signals, but warning is given from them by means of flags, which are exhibited at Hombridge crossing by a woman, and at Ryecroft crossing by a little girl, not yet thirteen years of age. As the woman at Hombridge crossing is a stout active married woman, without any maternal cares to occupy her attention, she is perhaps as capable of carrying out her duties as many men would be; but, though the little girl is, in a manner, under her charge, being only 121 yards from her, I think it would be better for the duties of the road, as well as for those of the railway, if a more efficient signalman were appointed to this post. It is only right, however, to add, that the evidence shows that the woman and girl did all that their instructions required of them, on this occasion, by exhibiting, the one a red flag, and the other a green flag, on their respective gates.

The guard of the second goods train had gone back about 40 yards for the protection of his train, after he found that it was stopped outside the distant signal, and he states that he did not consider it necessary to do so sooner, because he expected that the train would have run in under the protection of that signal. The red flag was exhibited at Hombridge crossing, and the green one at Ryecroft crossing, in consequence of a warning given by the guard of the first goods train, to the effect that his train was unable to go into the station, and because it is usual, when a train is obliged to remain outside the station, to adopt this mode of procedure.

Looking to all the circumstances of the case, I cannot but come to the conclusion that the servants of the London and North Western Railway Company who were employed with the engines of the third goods train were, on account of their inexperience, if for no other reason, very unfit men for the duties that they were appointed to perform, that they were guilty of as much recklessness as may be expected from men of that class who have not acquired the necessary amount of experience in the particular duties that are required of them, and that, even if they had been more efficient, the signals which were exhibited

South Staffordshire Railway.

Collision near the Walsall Station.

to them were not such as were calculated to ensure unfailingly the safety of their train.

And the measures, therefore, that appear to be required in order to prevent a recurrence of accidents of this nature, are,

1. That some arrangement should be made for the supply of locomotive power on the South Staffordshire Railway, by which the lessee might have more control over the appointment of the persons employed to work the engines on the line than he has at present.

2. That if the London and North Western Railway Company continue to find men for working the South Staffordshire Railway, they should have the power of preventing those men from being overworked.

3. That fixed signals should be erected at a greater distance from the Walsall station, and be so placed, and so worked, as to afford greater security to the approach to that station.

4. That more sidings should be supplied at, or in the neighbourhood of Walsall, in order to prevent the necessity for three trains remaining at one time outside the station on the main line.

In conclusion, I would beg to observe, that the approach to the Walsall Station is a portion of railway on which it would appear to be particularly desirable that the means afforded by the electric telegraph for ensuring safety to the traffic, and to the public, under the system recommended in their Lordships' circular of the 12th August 1854, should be made use of; and I cannot let so important an opportunity pass of recommending it to the attention of the lessee of the South Staffordshire Railway, because, under that system, a collision of this description would not have been possible.

I have, &c.

The Secretary of the South Staffordshire Railway Company.

H. W. Tyler, *Capt. Royal Engineers.*

London and North Western Railway,
General Manager's Office, Euston Station,
February 2, 1855.

Sir,

I have to acknowledge the receipt of your letter, under date the 31st ultimo, enclosing an extract from a report from Captain Tyler upon an accident upon the South Staffordshire Railway, which shall be laid before the Directors of the Locomotive Committee of this Company at their first meeting; and I need scarcely assure you that the inspecting officer's remarks will receive their most careful consideration.

I have, &c.

Captain Galton, R.E.
&c. &c.

M. Huish.

South Staffordshire Railway,
General Manager's Office, Walsall,
February 12, 1855.

Sir,

I have the honour to acknowledge the receipt of your communication from the Lords of the Committee of Privy Council for Trade of the 31st ultimo, together with the inspecting officer's report on the accident which occurred at Walsall on December 23d, 1854.

With reference to their Lordships' recommendation with regard to signals, and the inspecting officer's report thereon, it is clear that the drivers of the engines which caused the collision had a signal of caution 932 yards in advance of the point of danger; but the report does not inform their Lordships of the *important fact* that the point of danger was close to the station distance signal, *at which every goods train* was *bound to stop;* in addition to this, they had to pass, within 600 yards, no less than three level crossings, being the highways to a large manufacturing town, each of which it was their duty to approach so as to be able to stop before passing the red flag, if exhibited.

These crossing gates are, clearly, additional signals, which are not necessary of themselves, and which signals would not be exhibited, were it not for the

purpose of protecting the thoroughfare; but at this particular point they afford an amount of security in stopping and covering trains which is almost without a parallel to my knowledge. South Staffordshire Railway.

The remark in the report with reference to the distance not being sufficient on a heavy gradient is clearly a driver's question, his business being so to drive his train according to the gradient as to have it under perfect control, and at the point in question it was his duty to *stop at and draw within* the distance signal if at danger, according to London and North Western Rule 27, page 33, and also printed circular enclosed, dated November 10, 1853. Collision near the Walsall Station.

It is clear from the rule that the drivers had no right to have passed the danger signal exhibited to them at Hombridge Forge Lane, but to have stopped before approaching it; and it has been stated on oath (which evidence is before the inspecting officer) that the green signal at Ryecroft Gate was *also* used as a danger signal, it being waved violently, which is in accordance with the rules given to the London and North Western drivers (see page 10), and which should not have been passed.

The sufficiency of the signals at the point of collision could not be better evidenced than by the fact, that for five years since the opening of the line not the slightest approach to an accident had ever before taken place. The accident was produced, beyond doubt, by a *total disregard of all signals*, and by the most furious driving, in proof of which the leading driver is now detained in custody under the charge of "manslaughter," the judge having refused to receive bail for his appearance at the assizes.

With reference to the report, and their Lordships' recommendation thereupon, with regard to additional sidings at Walsall cutting, you will no doubt receive with some surprise the statement that on this line of railway, which is 23 miles long, we have upwards of 20 miles of sidings; and the conclusion arrived at relative to the necessity for increased sidings at this particular spot where the accident happened is narrowing the basis of a question of the greatest magnitude affecting railways, and is only capable of being correctly judged by a comprehensive view of the whole working of the traffic and its points of accumulation, collecting, and distribution, without even referring their Lordships to the legal impossibility of constructing sidings in keeping with the recommendations contained in the report.

Their Lordships' suggestion in circular of August 12, 1854, relative to working the trains by telegraphic signals has had frequently our most anxious consideration, with a desire to secure the great objects proposed to be realized by their Lordships, and we have now under consideration a system of signals far more efficient, in our opinion, than the proposed telegraph, for we have had sad experience as to the great uncertainty of the practical operation of the electric telegraph, having continually found it useless in our hands, and that, too, on the most urgent occasions.

The last subject contained in their Lordships' recommendation is that of *locomotive power*. It will be necessary that we should be furnished with the particulars of the evidence referred to by the inspecting officer, with regard to the working of the locomotive power on this railway, and upon what authority the following communication was made to their Lordships by the inspecting officer:—

"It seems that though the engines and drivers are provided by the London and North Western Railway Company, yet, when once supplied for their day's work, they are kept as long as may suit the wants and convenience of the servants of the lessee of the South Staffordshire Railway, and a most unsatisfactory state of affairs is, as far as I have learnt, the result.

"The effect of the whole arrangement I understand to be as follows:—The lessee of the South Staffordshire Railway and the London and North Western Railway Company make a bargain with each other, by which the latter supplies the former with locomotive power at so much per mile, and the lessee, having nothing to do with the men employed until they commence work, is unable to ensure the appointment of efficient or proper men on his own line, whilst the London and North Western Railway Company are equally unable to apportion to the men in *their* service either the amount of work they should perform or the number of consecutive hours during which they should be required to attend."

South Staffordshire Railway.

Collision near the Walsall Station.

I may respectfully state that no such averment was made during the inquiry at Walsall; for, if it had been stated here, it would have been the duty of this Company to have shown at once, from the testimony of the London and North Western officers who gave evidence on the subject, that such statements were in all respects incorrect.

This Company have nothing whatever to do with the hours the men are employed on the engines, or with the time the engines themselves should be in steam. The working of both the men and engines is entirely under the control of the London and North Western Company in every sense of the term; and this being so, it would follow as a matter of course that such portion of their Lordships' recommendation would not apply to this Company.

The only instructions issued by this Company would have control over the goods guards, and the time table for the month of December shows that in no case does the working of the train require more than 12 hours; and in every instance mentioned in the report that we have had the means of examining into, the detentions beyond the hours set down have arisen entirely from the condition of the engines, and not for the "convenience of the servants of the lessee of the South Staffordshire Railway," or from the work required to be done on this line.

I have, however, the pleasure to inform their Lordships that negotiations are pending between the two Companies, with a view to secure the better working of the line, so far as the locomotive contract is concerned.

I may state in conclusion, for the information of their Lordships, that we have placed a man at Ryecroft Station, in deference to the opinions expressed by the inspecting officer; and, further, that this point is the intended site of a regular junction with a new line of railway authorized by Parliament, and which will be commenced immediately, the works having been already let; consequently the signals will be still increased in the ordinary manner, namely, by junction semaphores as well as distance signals.

I have the honour to wait the pleasure of any communication from their Lordships on the subject, should they deem a further explanation necessary.

I have, &c.

Captain D. Galton, R.E.
Railway Department, Board of Trade.

J. D. Payne.

London and North Western Railway,
General Manager's Office, Euston Station,
February 23, 1855.

Sir,

The extract from Captain Tyler's report on the accident upon the South Staffordshire Railway, contained in your letter of the 31st ultimo, has been carefully considered by the Locomotive Committee of the northern division of this railway, and I am instructed to submit the following observations which have been made by the Committee.

Observations on Captain Tyler's Report.

The locomotive committee of the northern division have read with attention Captain Tyler's report upon the accident on the South Staffordshire Railway on the 23d December, and they have much pleasure in remarking upon the general accuracy of his statements, and upon the temperate and impartial tone of his observations. They are compelled, however, to take exception to some of his conclusions, as being calculated to throw an undue share of the blame on the London and North Western Railway Company.

The first and most serious charge against the administration of the locomotive service on the South Staffordshire Railway, is the appointment by the London and North Western Railway Company, of incompetent and inexperienced enginemen and firemen. Though the charge has more especially reference to the case under consideration, there are passages in the report, inferentially at least, extending the imputation to other and previous occasions, it being recommended as a means of remedying the evil, that the South Staffordshire should have the power of appointing their own enginemen and firemen, and consequently of dismissing them at their pleasure. In reply, the Committee beg leave to state as a fact, that of the few charges of improper conduct of

enginemen and firemen which have been brought before them by the officials of the South Staffordshire, there has not been a single instance which would have called for a greater punishment than what was inflicted, had the case occurred on the main line, and that as to the general competency of the men employed under the South Staffordshire contract, there is not a man now regularly engaged upon that line, to whom the locomotive superintendent of the northern division would hesitate to entrust any of the express, or other first-class trains between Liverpool and Rugby, and if he has not hitherto removed any of them in compliance with the representation of the South Staffordshire officers, it has been partly from a conviction that their complaints were groundless, and partly from a sense of the impolicy and inconvenience of removing men from a line with the duties of which they had become familiar.

Of the general efficiency, therefore, of the engine men employed on the South Staffordshire, the committee feel justified in speaking with the utmost confidence, and with regard to the suggestion, that the London and North Western should surrender the power over their own engine servants, either in respect to their appointment, control, or dismissal, to the officers of the South Staffordshire Company, they have not been able to discover any substantial grounds for a departure from the practice on the Lancaster and Carlisle, and the Chester and Holyhead Railways, (which the London and North Western have worked for many years,) where the system has been found to work harmoniously, and without any occasion having occurred on either of these lines to give rise to a requisition for any such delegation of power. But the opinion of the committee is, that the change would greatly increase some of the evils which are so forcibly dilated upon by Captain Tyler. The disposition of the officers of the South Staffordshire to extend unduly the hours of labour of the men, or in other words, to get as much work as possible out of the engines, the repairs of which do not fall upon their own Company, would derive considerable facility and encouragement by the possession of absolute power over the servants. It is not reasonable, moreover, that the London and North Western, who are bound to keep the engines in good condition, and restore them to the lessee (whose duty it is to provide them in the first instance) at the expiration of the contract, in the same state of efficiency as when they received them, should be expected to consign a valuable machine like a locomotive, which of all the forms of mechanical power is more peculiarly indebted for its durability, to skilful and judicious management, to the care and custody of a man who owns no allegiance to those the most interested in his good conduct.

The Committee are of opinion that no case has been made out, either from what has taken place upon the South Staffordshire, or from the evidence of a still longer experience on the lines, which have been mentioned, to justify the London and North Western in consenting to a suggestion which they think would create greater evils than it would cure, and would have a tendency to injure the discipline upon other parts of the line.

The Committee entirely concur in the judicious observations of Captain Tyler with reference to a better defined apportionment of the work to be performed by the engines; but it is a complicated question; and the difficulty of solving it is enhanced by the nature of some of the conditions of the contract. The line at the commencement being nearly new, and the traffic in its infancy, it was found impossible to come to an agreement as to the number of engines proper to be provided by the one party, and the loads to be taken by the engines so provided by the other. The assistance, therefore, of Mr. John Gooch and Mr. Peacock, eminent locomotive engineers, were called in; and it will cause no surprise, if, upon data so uncertain, and with so little experience to guide them, their decisions did not, in many particulars, amount even to an approximation to the truth. The number of engines, for instance, which they assigned to a stated load and stated mileage, has been found to be wholly insufficient from several minor and unforeseen causes, but chiefly from the broken and desultory character of the traffic. The charge, on the other hand, which they allowed for the shunting and marshalling of the trains, has been complained of in practice as unfair and oppressive towards the lessee, the principle of so much per hour being charged, opening the door to much abuse on the part of the engine-men, by offering a premium for performing the service in as dilatory a manner as possible; consequently, at the suggestion of the lessee, the substitution of an extra charge per mile was agreed to; but the change has only shifted

South Staffordshire Railway.

Collision near the Walsall Station.

the evil from one party to the other, the tendency being to make it a matter of indifference to the lessees, how long the engines are detained in shunting and marshalling, provided they could thereby secure a full load, and they take the largest possible number of tons with the least possible mileage. The plan was only experimental for one year, which having expired, the original mode of charging must be reverted to. The lessees, moreover, covenanted to provide all those appliances at various points on their line, so necessary for the safe and economical working of any line, such as conveniences for coking and watering, sidings, turnplates, engine sheds, and premises for minor repairs. Several of these were not furnished till long after the commencement of the contract, and some of the most important of them are not supplied up to the present moment. These details have been entered into, not so much on the ground of justification of the London and North Western Company, as to show the difficulties the Directors have had to contend with. It is the opinion of this committee, that with a cordial co-operation of the officials of both Companies, there is nothing in the nature of the duties to be performed which might not be made amenable to rules to be laid down, now that the requirements are better understood. The present state of things is, as Captain Tyler justly describes it, very unsatisfactory, but it can only be remedied by mutual forbearance and concession.

The Committee will now approach the circumstances more immediately connected with the accident by which Meesom's fireman unfortunately lost his life. They will touch upon it but briefly, as the trial of Lawson, who is committed for manslaughter, will afford an occasion for a more dispassionate investigation of the facts, than could be had before a coroner's jury. The evidence is certainly conflicting. If the parties who had the best means of knowing are to be believed, the steam was shut off by both enginemen, as well as reversed by one of them (and that by the least experienced), before the signal was seen, or could be seen. Admitting for the sake of argument, this to have been the case, the collision was not occasioned by any want of experience of the men in charge of the engines. All of them, enginemen as well as firemen, knew that they were approaching Walsall Station, and that they were on a descending gradient. So far, the accident cannot be traced to their want of knowledge or skill, or experience, but on the other supposition, that they did not shut off their steam in time, it was not a case of want of experience, but a case of carelessness or neglect, from which every one conversant with railway management knows, that the most expert, experienced, and steadiest enginemen are not exempt. The Committee do not mean to affirm that an experienced engineman is not under all circumstances to be preferred to an inexperienced one, but they simply contend that, in the case in question, the want of this quality was not the cause of the accident. Neither do they advise the employment of men such as were sent on this occasion, except under the pressure of circumstances. They apprehend, also, that this was a case of urgency, and the men were not permitted to proceed from the junction till after a consultation between one of the foremen and another official, when it was decided that they might take the train, none of the regular enginemen being there in consequence of the irregular working of the line from causes already alluded to.

Some stress is laid upon words having taken place between one of the enginemen and the pointsman at Pelsall Colliery, occasioned by the latter ordering him to start, which he said he could not do on account of the curve, but which he nevertheless attempted and failed. Then it is alleged by this policeman, that they set off as if they "meant going," but Captain Tyler cannot make the speed to have been more than 30 miles an hour, which the Committee are surprised to find he considers "a reckless speed for a heavy goods train," the danger of which he seems also to think is increased by having two engines attached to it. With great deference, the Committee do not regard 30 miles an hour, even for a goods train, as a "reckless speed," nor is a train of 36 waggons with two engines positively or comparatively a "heavy train," as it is only the same as a train of 18 waggons with one engine. Captain Tyler also appears to be of opinion that the danger is increased by the addition of a second engine. To this doctrine, too, the Committee must be permitted to demur; on the contrary, they contend that the danger is diminished inasmuch as the impetus of the train is more easily arrested, not only by the break of the tender, but by the application of the reversing gear, not to mention the friction of the engine itself,

which is many times greater than that produced by the same weight of waggons.

The question of signals is but lightly and incidentally touched upon by Captain Tyler. It is admitted, however, by him that, "even had the men been more efficient, the signals which were exhibited to them were not such as were calculated to ensure unfailingly the safety of their train." This is an important admission; and had it been reported that one of these signals was entrusted to a little girl, and a woman only was charged with the other, and both at crossings on the level, it would have been still more significant. Unless this part of the question has been made the subject of a separate representation to the South Staffordshire Company, the Committee cannot help observing that it was entitled to something more than a mere passing notice like this.

The precise amount of experience which may be deemed necessary to fit a man to take charge of an engine must always be a matter of judgment and discretion. Length of training is obviously no criterion, as the intelligence and aptitude of men for learning the business differs so materially. It should be remembered, also, that there *must* be a *first time*, which this, however, was not, by any means. The Committee, besides, are of opinion that the duty upon which these men were sent was neither difficult nor dangerous: it was broad daylight, and the train, which was not a heavy one, consisted only of coke. The men, compared with old hands, may be said to be "inexperienced;" but they were not so much so as not to know perfectly well what they were about, and, with the exception of the poor man who met his death from his own imprudence in jumping off his engine, they all exhibited as much promptness and presence of mind as many more experienced men would have done. It was a case, in fact, of simple collision, and, but for the fatal event, and the hostile feeling which pervaded the evidence throughout the investigation before the coroner's inquest, it would have been passed over with much less serious notice; such, however, is the tendency in people's minds to judge of accidents, and particularly railway accidents, by their *consequences*.

(Signed) Hardman Earle,
Chairman.

Committee Room, Feb. 20, 1855.

Requesting that you will bring the foregoing remarks to the notice of the authorities—

I remain, &c.

M. Huish.

Captain Douglas Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, March 15, 1855.

Sir,

With reference to your letter of the 23d ultimo on the subject of the accident which occurred on the 23d December, near the Walsall Station of the South Staffordshire Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying copy of a further communication which my Lords have received from Captain Tyler, R.E., upon the subject. I am to add that, as some misapprehension would appear to have arisen in consequence of an extract only of Captain Tyler's report of the 18th January having been forwarded to the London and North Western Railway Company, their Lordships have directed me to forward to you the enclosed complete copy of that report.

I am, &c.

Douglas Galton,
Captain Royal Engineers.

The Secretary of the
London and North Western
Railway Company.

Railway Department, Board of Trade,
Whitehall, March 15, 1855.

Sir,

With reference to previous correspondence on the subject of the accident which occurred on the 23d December last, near the Walsall Station of the South Staffordshire Railway, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a further

South Staffordshire Railway.

Collision near the Walsall Station.

communication from Captain Tyler, R.E. thereon, and to state to you that after consideration of your letter of the 12th ultimo, and of this communication, my Lords do not see reason to modify the recommendation conveyed in my letter of the 31st January.

As regards the use of the electric telegraph, my Lords would be glad to learn whether, in the cases where the Company have tried it for telegraphing trains, they have reserved a separate wire laid from station to station for that purpose. My Lords are also desirous of learning what is the system of signalling trains which is stated to be so far more efficient than the electric telegraph.

I am, &c.

The Secretary to the South Staffordshire Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, March 7, 1855.

Sir,

I have the honour to acknowledge the receipt of your letters of the 13th and 27th ult., forwarding, for any observations that I might wish to make thereon, communications from the general managers of the London and North Western and South Staffordshire Railways, on the subject of my report of the 18th January last on the recent accident near the Walsall Station of the South Staffordshire Railway. As these communications have an important bearing upon each other, it would appear to be better that I should consider them jointly, than that I should, as would have been under other circumstances the more regular course, reply separately to each of them.

In order to account for the opposite views expressed in these two communications as to the causes of the accident, it may, perhaps, be as well to explain, in the first place, for the information of the Lords of the Committee of Privy Council for Trade, that as the damage occasioned by the accident was considerable, so the expenses on account of it are necessarily heavy; and it is, therefore, as much to the interest of the lessee of the South Staffordshire Railway to throw the sole blame of the occurrence upon the drivers of the London and North Western Railway Company, as it must be the object of the London and North Western Railway Company to exonerate themselves to the best of their ability, and to bring to light any defects in the arrangements of the lessee which bear upon the case.

Having premised thus much, I will proceed to make a few remarks upon Mr. Payne's letter of the 1st ult.

Mr. Payne commences by stating that, in reference to the signals, I omitted the important fact that the point of danger was close to the distant signal of the station, at which every goods train was bound to stop. I have, therefore, asked him for copies of any orders or instructions by which goods trains are thus controlled; but he only brings forward two rules on the subject, one from the office of the engineer of the line, directing the signalman at Walsall to use all care and diligence in working the station and distant signals, and to keep the distant signal at danger until within five minutes of a passenger train being due; and the other a "printed circular to guards, &c.," in which it is laid down that "no danger signal will be exhibited at stations or auxiliary or distant posts," unless "it is intended that the train shall stop," and that "on "this account all distant signals must be treated by the drivers the same as "station signals—not to be passed under any circumstances when at danger."

Now these instructions do not justify Mr. Payne's assertion that "every goods train was bound to stop" at the distant signal at Walsall, nor were they of any use in the case in point, in which the drivers are so much complained of by Mr. Payne for having been inexperienced men. For this latter reason, also, it is evident that the practice of working the goods trains at that part of the line could not have been of much use in preventing the accident. In regard to Mr. Payne's statement that there were three other level crossings, over which the train had to pass before arriving at the Ryecroft and Hombridge crossings, I may remark that, as there was no danger or caution signal displayed at any one of those three crossings, the only effect they could have had, if they had any, upon the drivers, would have been to induce them to believe that there was no obstruction in their way. As Mr. Payne has drawn attention to these

level crossings, I may observe that they were not provided with any better means of protection than the flags of the gate-keepers, and that it is highly desirable, as well for the protection of the public using the road, as for the safety of the passengers on the railway, that one proper signal-post at least should be erected at each of these three points, and also at the Ryecroft and Hombridge level crossings.

It will be remembered that the goods train that was run into extended 122 yards beyond the distant signal, and that the distant signal is only visible for 190 yards; and it will, therefore, be seen at once, that the point next brought forward by Mr. Payne, viz. that it was the driver's duty "to stop and draw within the distant signal, *if at danger*," is not applicable to the question, because, as far as this signal was concerned, the drivers had only 68 yards to pull up in, after having first seen it. This is a portion of Mr. Payne's letter, upon which it is hardly necessary to remark, because, as I stated in my report of the 18th January, the distant signal could not have been, practically, of any use to the drivers of the third goods train, on account of the little distance (68 yards) between the point from which the signal could first be seen and the tail of the second stationary goods train. In regard to Mr. Payne's remark, that the heavy gradient is "clearly a driver's question," I must, however, protest against the principle of working which it implies, as being highly dangerous, especially when, as in the present instance, the drivers are inexperienced. There can be no doubt that, in order to work railways with safety to the public, it is desirable to afford additional protection, by means of signals, at those points where, from the steepness of the gradient, or from other circumstances, such protection is most required; instead of, as in this case, placing an inefficient signal on a gradient of 1 in 100, and then say that the drivers must beware of it.

In reference to Mr. Payne's remark, that the green signal at Ryecroft crossing was waved violently, and was thus used as a danger signal, which ought not to have been passed by the drivers, any more than the red flag at Hombridge crossing, I may observe, that, giving the drivers full credit for recklessness, and admitting that the green flag was so waved, there was neither sufficient time for the drivers to pull up between the point from which these signals were first visible and the tail of the train they ran into, nor, *à fortiori*, had they sufficient space, after seeing the signal flags, to stop the train before passing them. To prove this, I have only to repeat what was stated in my report upon the accident, that the red flag was 358 yards, and the green flag 480 yards from the point of collision; that the red flag could have been seen, at the utmost, at 660 yards, and the green flag at 932 yards from that point. And I may now add, that the waving of the green flag by the little girl, as to the exact period of which there is no precise evidence, but which took place probably as the train was immediately approaching, would not have been seen, at all events, further than I have described the red flag as visible, viz. 660 yards from the point of collision. It is right that I should also add here, what I omitted to state in my report, that these flags, which are very inferior signals for such important points, were likely enough not to have been seen at all, by drivers who may not have known exactly where to look for them, until they were much nearer to them.

In proof "of the sufficiency of the signals at the point of collision," Mr. Payne instances the two facts, that, during the five years that the line has been open, there has not been a collision at that place before, and that the leading driver is in custody awaiting his trial for manslaughter;* but I have known instances in which very dangerous practices have been carried on for a greater length of time than five years without accident; and, notwithstanding the verdict of the magistrate thus brought forward, which probably had reference more to the conduct of the driver than to the state of the signals, I do not hesitate to assert that the Walsall Station was far from being efficiently protected towards the north.

Passing over the remarks as to the difficulty of supplying additional siding accommodation at Walsall, and as to the occasional inutility of the electric telegraph as employed on the South Staffordshire Railway, I now come to that portion of Mr. Payne's letter in which he demurs to the statements contained in my report in regard to the overworking, by the servants of the lessee, of the London and North Western Company's drivers employed on the line.

* The prosecution of this driver has since been abandoned.

South Staffordshire Railway.

Collision near the Walsall Station.

The evidence on which those statements were founded, was not produced during my formal inquiry at Walsall, nor was I at the time that I made that inquiry aware of the circumstances of the case. But, after my return to London, the London and North Western Company, who had not defended their drivers, or taken any part in my inquiry at Walsall, requested that their side of the case might be heard; and the statements that appear to have excited some little surprise on the part of Mr. Payne, were simply the evidence that was thus produced to me. Since Mr. Payne's letter was forwarded to me, I have written to him, expressing my readiness to receive any evidence he may have to offer, either verbally or in writing, to controvert the assertions made on the part of the London and North Western Railway Company, and offering to meet him either at this office or elsewhere, and to ask a gentleman from the London and North Western Company to attend, for the purpose of entering further upon the subject. The reply which I have received to this offer is as follows:—

"It is difficult to give you clear evidence to prove a negative position, inasmuch as we have no communication with, control over, or knowledge of either the engines or men employed from journey to journey on this railway. No instructions at any time have been given by any person connected with the executive of this line to any driver or fireman of the London and North Railway Company, nor would any of their men receive orders from me or any one representing me relative to their hours or mode of working, or the employment of their engines in the manner stated in your report."

It appears from this, and other portions of Mr. Payne's communications, that, though he is not able to bring any direct proof of the incorrectness of the assertions made by the London and North Western Railway Company, he denies that the drivers are overworked in consequence of any instructions from the servants of the lessee of the South Staffordshire Railway; but, on the other hand, it is asserted, on the part of the London and North Western Railway Company, that "when an engineman has entered on his day's work, he is subject to the orders of the South Staffordshire Railway Company;" that (in allusion to the engines and drivers employed on the day before the accident on the South Staffordshire Railway) "*those men, without the knowledge of the locomotive department, or, certainly five out of the six, were, both men and engines, broken down from long hours;*" and again, in the report of the Locomotive Committee of the northern division of the London and North Western Railway Company, now under consideration, that "the disposition of the officers of the South Staffordshire to extend unduly the hours of labour of the men, or, in other words, to get as much work as possible out of the engines, the repairs of which do not fall upon their own Company, would derive considerable facility and encouragement by the possession of absolute power over the servants."

Putting these statements together, I cannot understand anything else to be the result of the contract for the supply of locomotive power on the South Staffordshire Railway, between the lessee and the London and North Western Railway Company, than that which is stated in my report on the Walsall accident; as it appears that, though the engines and drivers of the Company may not have been overworked in consequence of any direct instructions from the servants of the lessee, yet they were overworked on the day before the accident *on the South Staffordshire Railway* without the knowledge of their masters of the London and North Western Railway Company.

The case, therefore, as against the lessee of the South Staffordshire Railway, is quite as strong as I have previously stated it. It seems to be, that the lessee, who ought to be responsible for the safety of the public on the line which he leases, is unable to prevent inexperienced drivers from being employed on his line; that he has not provided efficient signals for the protection of the Walsall Station from the north; and that he suffered the engines and drivers supplied to him by contract by the London and North Western Railway Company, to be overworked on the day before the accident.

I will now proceed to offer one or two remarks upon the observations of the Locomotive Committee of the northern division of the London and North Western Railway, in which, though acknowledging the courteous spirit in which they are made, I cannot quite concur.

The Committee refer, in the first place, to the question of the appointment of inexperienced drivers and firemen on the South Staffordshire Railway; and

they appear to consider, that, from certain passages in my report, it may be inferred that I alluded to occasions previous to the present accident, on which complaints have been made against them. It is, therefore, only right to state, that I did not intend to impute any blame whatever to the London and North Western Company in regard to previous occurrences, or, indeed, to express any opinion, as to whether, in former differences, that Company or the lessee had been in the right. I simply alluded to the facts that there had been previous differences and inconveniences, and that, on the occasion in question, the drivers and firemen sent by the London and North Western Company's servants upon the South Staffordshire Railway, were inexperienced, and consequently exhibited an amount of recklessness which might, under those circumstances, have been expected from them.

On the details of the contract, as alluded to by the Committee, it would be mere presumption in me to remark, as I am not further acquainted with the subject than from the statements which have been brought under my notice in regard to the present accident. I may, however, draw attention to the assertion, that "some of the most important of" the appliances necessary for the safe and economical working of the line, which the lessee covenanted to provide, "are not supplied up to the present moment;" and, in doing so, I beg to observe that I am not aware of the rights of the case, and that, if their Lordships should think fit to notice it, it will only be fair that the statements of the lessee on the subject should first be obtained.

In remarking upon the circumstances immediately connected with the accident, the committee endeavour to prove that it was the result of the neglect of the enginemen, rather than of their want of experience; and, in order to do this, they state, that the enginemen and firemen all knew that they were approaching Walsall Station, and that they were on a descending gradient; and that, therefore, their not shutting off their steam in time, was "not a case of want of experience, but a case of carelessness or neglect." I cannot but remind the committee, in regard to this question, that it is experience only which teaches men of this class, what it is so absolutely necessary for the safety of their trains that they should know, viz., exactly the points at which they ought to look more particularly for signals of danger, and the precise portions of a line where steam should be shut off, and preparations made to slacken their speed. I believe it to have been just the absence of these species of information, and the inefficiency of the signals on the line for warning men thus inexperienced, that led to the present accident; and I should, therefore, be sorry to see the whole blame of the affair thrown, by both parties, upon the unfortunate men, who have, to a certain extent, been the victims of circumstances.

The Committee next remark upon the speed of the special goods train, and upon its weight; and they state that they are surprised to find that I consider 30 miles an hour a reckless speed for a heavy goods train, and that I apply the term "heavy goods train" to a train composed of two engines and 36 waggons; and further, that such a train is "only the same as a train of 18 waggons, with one engine." Here I must observe that, though I calculated the speed of the train to have been, *on an average*, 30 miles an hour, yet it was probably greater than 30 miles an hour on certain portions of the line, and that, in describing the speed of the train, I have simply employed the terms used to me by those eye-witnesses who gave evidence on the subject. I may also observe that a much less speed than 30 miles an hour would have been reckless at certain points, and that I cannot but consider a train of two engines, 35 loaded coke waggons, and one break van, as a heavy one on that part of the South Staffordshire Railway. Such a train, too, would not be *the same as* a train of one engine and 18 waggons, for several reasons. When two engines are attached to a train, it is desirable that the drivers should be men of more than ordinary steadiness, and it is necessary that the leading driver should be a fit man to control the movements of the other driver, as well as those of the train, because the efficiency of his precautions is obviously considerably lessened if those precautions be not imitated and supported by the engineman in his rear. Now the two enginemen of the special goods train, so far from being men fitted to act together, and who had a proper understanding with each other, disputed as to which should go first on leaving Burton for Walsall, and did not conduct themselves well at Pelsall Colliery, according to the evidence of those who saw them there; and, under these

South Staffordshire Railway.

Collision near the Walsall Station.

circumstances, I think I was justified in remarking upon the inexpediency of attaching so many inexperienced men to a train of this description. I may add that the special train did, doubtless, at least twice as much damage in the collision as a train of half its dimensions would have done at the same speed, and that, in case of accident, such a train must always be a very much more terrible instrument of destruction than one of half its weight.

In touching upon the question of the signals of the South Staffordshire Railway, and in remarking upon the fact that the duty of signalman at Ryecroft crossing was performed by a little girl, the Committee have, unfortunately, not had the opportunity of seeing the portion of my report which referred to those subjects, and I should be glad, therefore, that a copy of the report should now be forwarded to them complete.

The case, then, as against the London and North Western Railway Company, appears to be as I stated it in my report, viz., that they sent inexperienced servants with the special goods train, which train was one that ought rather to have been conducted by men above than below the ordinary standard of experience and steadiness; and that, under their contract with the lessee of the South Staffordshire Railway, they have not the means of preventing their servants from being overworked.

In conclusion, it may, perhaps, be expedient that I should repeat, clearly and briefly, the result of the contract between the lessee of the South Staffordshire Railway and the London and North Western Railway Company, in so far as that result is evident from the statements of the two parties.

The lessee complains that the London and North Western Company have, in the course of their contract, sent unfit drivers on *his* line, and the London and North Western Company complain that the lessee has so overworked the regular drivers in *their* service as to oblige them, in compliance with his further requisitions for locomotive power, to employ those extra drivers. I would beg therefore again to draw their Lordships' attention to the fact, that the accident at Walsall happened, in a great measure, in consequence of the division of responsibility which exists under the present system of supplying locomotive power on the South Staffordshire Railway. Carried on, as it is, without harmonious co-operation on the part of the contracting parties, that system cannot but be considered as likely to lead to future catastrophes; and if the contract continue in force, there is no doubt that the present state of things can only, to use the words of the Committee, be remedied by mutual forbearance and concession.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

461

REPORT

OF AN

INSPECTING-OFFICER OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

AN ACCIDENT

WHICH OCCURRED AT THE

KEGWORTH STATION ON THE MIDLAND RAILWAY

On the 22d November

1854.

Presented to both Houses of Parliament by Command of Her Majesty,
1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

RAILWAY ACCIDENTS.

MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, December 2, 1854.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred on the 22d ultimo at the Kegworth Station of the Midland Railway.

Midland Railway.

Accident at the Kegworth Station.

My Lords direct me to request that you will call the particular attention of the Directors of the Midland Railway to the remarks of the inspecting officer, as to the expediency of altering the station arrangements at the Kegworth Station, in order to prevent the possibility of the recurrence of a similar accident.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Sir,

London, December 2, 1854.

In compliance with the instructions contained in your letter of the 25th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 22d ultimo, at the Kegworth Station of the Midland Railway.

Kegworth is the station at which trains from Rugby and the south are divided, and from which the portions respectively intended for Derby and Nottingham, proceed separately to those stations.

On the 22d ultimo, a goods train from the south arrived at Kegworth at 5.5 p.m., with eight loaded cattle trucks for Nottingham, and the driver, having left these cattle trucks and five loaded goods waggons, in the siding at Kegworth, proceeded, as was his duty, with the remainder of his train to Derby. The drovers who accompanied the cattle trucks then left their trucks in the siding, and, coming up to the station, which was about 300 yards distant, asked the station-master whether it would not be possible to send them on at once; upon which the station-master went to the driver of an engine which was standing in another siding, waiting for the Nottingham passenger train, and asked him if he could take the cattle trucks to Nottingham with his train. The driver having assented to take on the trucks, the station-master directed the station-porter to go with him to the siding, and get them ready to accompany the passenger train to Nottingham. The porter and driver went to the north end of the siding with the engine, brought the eight cattle trucks and five goods waggons on the main line, and left the cattle trucks there, whilst they returned the five goods waggons into the siding. In the meantime, the passenger train, due at Kegworth at 5.10, had arrived and been divided; and the Derby portion of the train, having been started from Kegworth, ran into the cattle trucks, just as the Nottingham engine was coming out of the siding again, for the purpose of removing them.

If these trucks had not been forwarded with the passenger train, the beasts which they contained must have remained in the siding until 11 o'clock that night, and the station-master was therefore naturally anxious to get them

Midland Railway.

Accident at the Kegworth Station.

forward. He states, that, when he ordered the porter to get the cattle trucks ready to go to Nottingham, he did not contemplate their being brought on the main line; but the porter, when he received the order, appears to have intended to shunt them to the main line, and, for that reason, to have asked the station-master to tell the signalman to put up his signals. At 5.25, a goods train arrived from the north, and was turned by the station-master into a siding on the opposite or east side of the line, after which, the passenger train arrived, and was divided. As soon as the Derby portion was ready, the station-master told the guard that all was right, and the train went on.

The station-master did not take any precaution, before starting the Derby train, to ascertain whether, after the instructions he had given in reference to the cattle trucks, the road was clear; and he admits that it only occurred to him *after* the train had started, to tell the driver to go by slowly, and whistle, in case the Nottingham engine should be in the way; and, although he ran forward immediately, for the purpose of giving these instructions, he was too late to stop the train.

The siding in which the cattle trucks were placed, is a long one, communicating with a coal wharf near the station, and with a warehouse to the west of the coal wharf. It communicates with the main line towards the north, as well as near the centre, where it also communicates with other sidings; but, on the occasion in question, it appears to have been almost impossible to attach the cattle trucks to the Nottingham engine, without placing them first on the main line, because there were six loaded coal waggons in rear of the cattle trucks, which projected over the points leading from the siding to the warehouse, and prevented the engine from approaching the cattle trucks from the south, in order to draw them back into the sidings. In addition to this, the total load of the coal waggons, the cattle trucks, and the goods waggons in front of them was too much for the engine to push up the siding from the front, as the siding was on a gradient rising towards the station.

This collision was caused, then, by a want of precaution on the part of the station-master, who has only been four months in his present position, under the circumstances in which he was placed. But, in order to prevent such an accident from again happening, I would recommend, for the consideration of the Company, the expediency of so altering the station arrangements as to enable the waggons which may be left at Kegworth by Derby trains, for Nottingham, to be got ready for the trains which they are to accompany, without being shunted to the main line.

I have, &c.
H. W. Tyler,
Captain Royal Engineers.

The Secretary of the
Midland Railway Company.

Midland Railway, General Manager's Office,
Derby, December 7, 1854.

Sir,

I have submitted to the Directors of this Company your letter of the 2d inst., with the copy of the inspector's report on the recent collision at Kegworth, and with reference to the remarks, as to altering the station arrangements, I am instructed to inform you that, whatever length of siding there might be, the main line must necessarily be blocked by the engine in entering and leaving the siding, and that if the rules of the Company had been adhered to, the accident would not have occurred: the Directors do not, therefore, see the necessity of altering the sidings as recommended.

I am, &c.
James Allport.

Douglas Galton, Esq., R.E.
Railway Department, Board of Trade.

Railway Department, Board of Trade,
Whitehall, January 11, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the observations which their inspecting officer has made upon Mr. Allport's letter to this department, of the

7th ultimo, relative to the collision which occurred at Kegworth on the 22d November last.

I am, &c.

DOUGLAS GALTON,

Captain Royal Engineers.

The Secretary of the
Midland Railway Company.

Railway Department, Board of Trade,
Whitehall, January 10, 1855.

SIR,

I HAVE the honour to return herewith, Mr. Allport's letter of the 7th ultimo, referred to me by your minute of the following day, on the subject of my report upon the circumstances attending the recent collision at the Kegworth Station of the Midland Railway; and, as it appears from the terms of that letter, that the conclusion at which the Directors of the Company have arrived, has resulted from a want of correct information in regard to the positions of the sidings at Kegworth, and from the admission of a most dangerous principle in railway management, into the argument, I think it may, perhaps, be well to draw attention to the subject, in a more detailed manner than seemed to be necessary in my report of the 2d ultimo.

In that report, I stated, that, in order to prevent such an accident from again happening, I would recommend, for the consideration of the Company, the expediency of so altering the station arrangements as to enable the waggons which might be left by Derby trains at Kegworth, for Nottingham, to be got ready for the trains which they are intended to accompany, without being shunted to the main line.

This suggestion is replied to, in Mr. Allport's letter, in the following terms:—

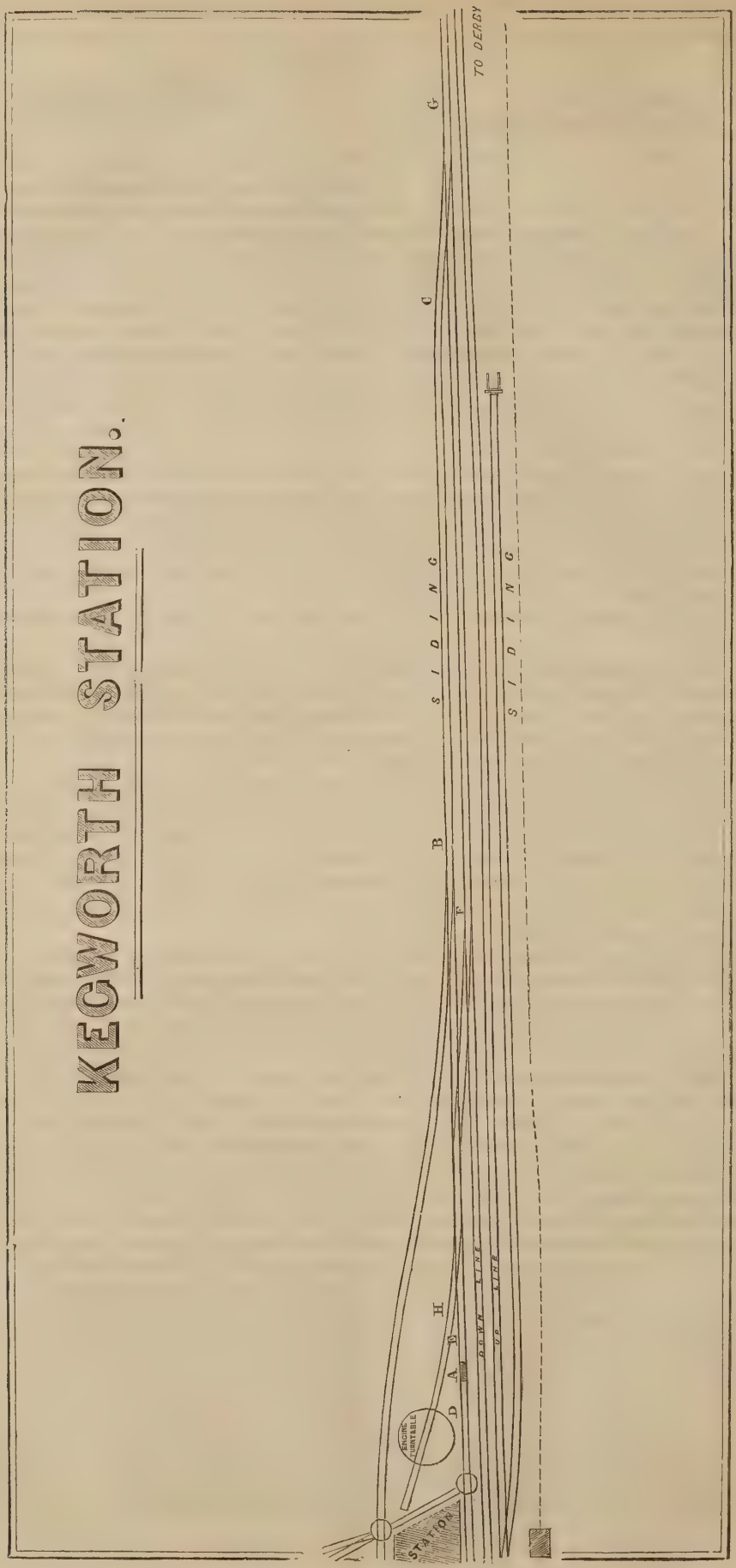
"I am instructed to inform you that whatever length of siding there might be the main line must necessarily be blocked by the engine in entering and leaving the siding, and that if the rules of the Company had been adhered to, the accident would not have occurred; the Directors do not, therefore, see the necessity of altering the sidings as recommended."

Since this reply was referred to me, Mr. Allport has been so good as to furnish me, at my request, with a plan of the Kegworth Station, and with a copy of the rules of the Company to which he alludes in his letter, as calculated to prevent the accident. The former I beg to enclose, *(see page* 6,*)* as it will show, at once, the error into which the Directors have been led, in regard to the premises upon which their reasoning is based; and I shall have occasion, presently, to quote the latter.

It will be seen, on reference to the plan, that A represents the position of the engine before it was taken on the main line on the occasion of the accident, and that BC indicates the siding on which were the waggons and cattle trucks; and it will be observed, that, from the position A, the engine can go in and out of the siding BC without coming upon the main line at all, and further, that there is, even in the present state of the sidings, a branch leading from BC to the goods shed, on which, if waggons were placed, an engine might from the point A get to the head of them. The assertion, therefore, that "whatever length of "siding there might be, the main line must necessarily be blocked by the engine "in entering and leaving the siding," is not consistent with truth, and is not, for that reason, calculated to lead the Directors to a just conclusion. I may add here, that, even if it *were* necessary for the engine to block up the main line in passing to and from the siding, that would not be a good reason for using the main line as a place on which to stand the cattle trucks. The accident to which these remarks refer, was not caused by a passenger train running into the engine, but by the passenger train running against eight loaded cattle trucks, which had been left on the main line whilst the engine was removing five goods waggons from the front of the cattle trucks into the siding.

There were several reasons why it was necessary, under the circumstances, to shunt these cattle trucks and waggons on the main line, before the cattle trucks could be prepared to accompany the passenger train to Derby.

In the first place, there were six loaded coal waggons in rear of the cattle trucks, and they projected over the points at B (see plan); secondly, the waggons and trucks on the siding, 19 in number, formed too heavy a load for the


KEGWORTH STATION.
TO DERBY
G
C
SIDING
SIDING
B
F
H
A
D
DOWN LINE
UP LINE
SIGNAL & TURNTABLE
STATION

engine to pull, or push up the siding towards the station; and, lastly, the sidings were not so disposed as to render it possible to get the eight cattle trucks from the middle of the coal and goods waggons which were on either side of them, without bringing the trucks and waggons on the main line. I mentioned these circumstances in my report of the 2d ultimo, before venturing to suggest the expediency of so altering the station arrangements, as to do away with the necessity of thus using the main line as a temporary standing place for cattle trucks, or for shunting waggons; but I am compelled again to allude to them here, in order to draw attention to the circumstance, that the paragraph quoted from Mr. Allport's letter, which infers that my recommendation had reference simply to the *length* of the siding, is no more an answer to my suggestions than it is consistent with the actual conditions of the sidings at the station.

I will now pass to the next portion of Mr. Allport's letter, which states, that, "if the rules of the Company had been adhered to, the accident would not have occurred."

I have received from Mr. Allport a copy of the rule referred to in this remark, and it is as follows:—

"The main line at stations shall be kept clear, if possible, ten minutes before a train is due; and no engine, carriage, or waggon is to be shunted on or from the main line until the proper signal has been previously sent back, or exhibited in one or both directions, as may be required."

Now, this rule appears to be intended to apply to the case of a station at which a train is expected, rather than to such circumstances as those now under consideration, in which a station-master gives directions for certain trucks to be prepared to accompany one of two trains which are waiting at his station, and whilst they are on the main line in front of him, himself starts a train which runs into them. The trucks were being prepared in obedience to directions received from the station-master, and the only station-porter besides the signalman, was assisting in the operation. It had to be done with all possible speed, in order that the Derby train might not be kept waiting longer than could be helped. The points required to be held for the engine to pass into the siding in the first instance, as well as for the engine and waggons to return to it after the trucks had been brought on the main line; and the waggons had to be coupled to the engine, and then to be uncoupled from the trucks, and from the engine. With all these duties to attend to, it does not appear to have been possible for the porter or the driver to have complied with the rule of the Company, which, according to the statement contained in Mr. Allport's letter, ought to have prevented the accident, even if the porter had considered it necessary to comply with that rule, which, however, he did not, because he believed that the station-master was fully aware of the danger of starting the Derby passenger train before the engine and trucks had been got out of its way. It thus appears, that this rule of the Company, if applicable at all to the case in point, could not have been carried out, and that, in fact, the safety of the passenger train, and that of the cattle trucks, depended upon the memory and judgment of the station-master.

But, be this as it may,—whether the rule be considered applicable or inapplicable to the present case, the most important point upon which I feel it my duty to remark, in regard to the reasons given for not altering the arrangements at Kegworth, is the principle involved in the second reason which is brought forward in Mr. Allport's letter. This principle,—that *because the rules of the Company, if adhered to, would prevent accident, therefore it is not necessary to take any further precautions*,—I believe to be one of the most dangerous that can be adopted in railway management. It may be carried to almost any length, and, by its application, the apparent responsibility of the safety with which traffic is conducted may be taken off the shoulders of those who have the power to issue instructions, and placed upon those whose only duty it is to carry out the orders they receive. To illustrate the futility of the reason thus afforded for not taking further precautions, I may observe, that if a general order were issued to all the drivers on the line, to the effect that they were not on any account to run against anything that might happen to come in their way, and if a collision were afterwards to occur, the same reason might in the same words be alleged for not taking any further steps to prevent a future collision from occurring, viz., "that if the rules of the Company had been adhered to, the accident would not have occurred."

Midland Railway.

Accident at the Kegworth Station.

I have now shown, that, of the two premises upon which the conclusion stated in Mr. Allport's letter is founded, the former is erroneous, and the latter, if applicable, is futile, and involves a most dangerous principle; and I therefore submit that sufficient reasons have not been given for rejecting the suggestion which I had the honour to offer in my report of the 2d ultimo, on the subject of the collision which occurred at the Kegworth Station of the Midland Railway.

It rests, of course, with the Company, to adopt the suggestion or not, as they may see fit; but I have thought it only due to the safety of the public, as well as to myself, to show, on the one hand, that the suggestion was of more importance than would appear from Mr. Allport's letter; and, on the other hand, that it was not made without full and sufficient reasons; and I trust that their Lordships will excuse my having treated the subject at such length, as also that the Directors of the Midland Railway Company will consider that I am justified, under the circumstances of the case, in pointing out to them thus forcibly, the manner in which I believe them to have been misled.

I have, &c.

H. W. Tyler,

The Secretary of the Railway Department, Board of Trade. *Captain Royal Engineers.*

Railway Department, Board of Trade,

Sir, *Whitehall, February* 20, 1855.

With reference to the previous correspondence which has taken place relative to the accident which occurred at the Kegworth Station of the Midland Railway Company, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for any observations you may wish to make thereon, the enclosed letter from the general manager of that Company upon the subject.

I have, &c.

Douglas Galton,

Captain H. W. Tyler, R.E. *Captain Royal Engineers.*

Midland Railway, General Manager's Office,

Sir, *Derby, February* 19, 1855.

Your letter of the 11th ult., enclosing a further report from Capt. Tyler upon the Kegworth accident, I have submitted to the Directors of this Company, and, in the first place, I am instructed to say that they do not consider themselves to have been misled by any statement made by me, and that they think such an assertion ought not to have been made.

With regard to the long argument against the principle, that "because the "rules of the Company, if adhered to, would prevent accident, therefore it is "not necessary to take any further precautions," they are at a loss to understand the object of it, inasmuch as the remarks in my letter will not bear the construction put upon them; nor has such a principle ever been supported by any Director or officer of the Midland Company; on the contrary, they have shown themselves at all times most anxious to adopt every useful suggestion calculated to increase the public safety, as it is, indeed, their interest as well as their duty to do.

In the case in point, however, an accident has happened at Kegworth, which, it is admitted by everybody, arose from an act of forgetfulness on the part of the station master; and, as regards the alleged non-applicability of the rule quoted, your inspector is labouring under a wrong impression. He admits that the rule would apply to a station at which a train was expected, and that was precisely the case in the instance referred to, inasmuch as the passenger train had not arrived at the station when the station-master sent the porter to have the cattle trucks shunted ready for the Nottingham train. The porter, before proceeding to do so, requested the station-master to exhibit the necessary signals; and if the station-master had acted as he should have done, and not allowed the Derby train to leave the station until informed by the porter that the line was clear, the accident could not have happened. It is the duty of the station-masters upon this line to give the order to start the trains; and in this instance the station-master became aware of the error he had committed in

starting the train before receiving the necessary signal from the porter, the moment the train had left, and he at once endeavoured to repair his mistake by running after it, but was unable to overtake it until too late.

The Directors do not consider any alteration in the construction of the station can prevent accidents arising from such causes.

Further than this, the suggestion of Captain Tyler that the station should be altered so as to enable the waggons intended for Nottingham and left by the Derby trains to be got ready without being shunted on the main line, is the more extraordinary, as it is stated in his letter of the 10th January, that "it "will be seen, on reference to the plan, that A represents the position of the "engine before it was taken on the main line on the occasion of the accident, "and that B C indicates the siding on which were the waggons and cattle trucks, "and it will be observed that, from the position A, the engine can go in and "out of the siding B C without coming on to the main line at all; and, further, "that there is, even in the present state of the sidings, a branch leading from "B C to the goods shed, on which, if waggons were placed, an engine might, "from the points A, get to the head of them."

In explanation of my former remark that the main line must necessarily be blocked each time the engine entered or left the siding, I would observe, that the engine which, when not at work, stands in the siding at Kegworth, is the engine that runs the trains to and from Nottingham, and of course cannot be placed in the siding after having brought a train from Nottingham, nor come from the siding to take a train from the station, without in both operations blocking the main line.

It will perhaps be as well that I should add a few remarks as to the working of the station, the frequency of the obstruction of the main line in cases analogous to the one when the accident happened, and the general adaptability of the sidings to the work they have to perform.

The down traffic of the station left by the trains proceeding to Derby consists chiefly of two kinds, viz., waggons for the station and waggons for Nottingham.

It is the practice to have the waggons for the station placed on the siding D E through the points F, whilst those going forward to Nottingham are placed on the siding B C by themselves through the points G, and the only operation usually necessary prior to the Nottingham waggons being sent forward, is simply to run the engine to the front of them and push the break, (which usually stands on the lines marked D E or H) to the rear of them. When any alteration in the position of the waggons on the line B C is necessary, it is always, when practicable, done by shunting them at the points B, and it rarely happens that the sidings are not in a condition to allow this operation to be so performed. All shunting operations in fact, which can possibly be done in the sidings without touching upon the main line, are, and as far as I can learn, always have been so performed, and as a proof that the sidings are well adapted to this purpose, I need only say, that the present station-master, who has been at Kegworth nearly two months, assures me that during the whole of that time he has only *once* found it necessary to shunt waggons on the main line in the way that duty was done at the time of the accident.

The waggons that were being shunted from the cattle trucks at the time of the accident were for Nottingham, and were left in their proper position on the siding, under the impression that they and the cattle would all be forwarded together by goods train; the subsequent change in the arrangement, by which the cattle were sent by a passenger train, which could not take the goods, rendered it necessary for the goods to be shunted off. Before the trucks were placed upon the main line, an attempt was made to shunt them at the points B, but it was found that such a course was impracticable on account of the engine (which was a passenger one, and consequently not sufficiently powerful) being unable to push back that number of waggons. This then was quite an exceptional case, and it is evident that no alteration or increase of the sidings could possibly provide against an occasional unforeseen combination of circumstances, such as those which occurred on the occasion in question.

As your inspector's second report has rendered a detailed explanation of the case necessary, I trust I have succeeded in showing that my reply to your first communication was strictly correct, and that the Directors were justified

Midland Railway.
Accident at the Kegworth Station.

in forming the opinion, which they still entertain, that there is no necessity for altering the sidings as recommended.

I return the plan, with the additional references mentioned in this letter.

I am &c.

Captain Galton, R.E.
&c. &c.

JAMES ALLPORT.

Railway Department, Board of Trade,
Whitehall, February 22, 1855.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of the 20th instant, enclosing a further communication from Mr. Allport, on the subject of my report upon the recent accident at the Kegworth Station of the Midland Railway.

The only part of Mr. Allport's letter which appears to call for any explanation on my part, is that in which he attempts to show a discrepancy between the suggestion made in my report of the 2d December last, as to the alteration of the station arrangements at Kegworth, and the statement contained in my letter of the 10th ultimo, that his assertion in a former letter, to the effect that "*whatever length of siding there might be, the main line must necessarily be blocked by the engine on entering and leaving the siding*," was not consistent with the facts of the case.

This apparent discrepancy disappears at once, when it is remembered that, although Mr. Allport's assertion, as above quoted, was proved to be wrong, by a reference to the plan with which he was kind enough to furnish me, in case of the siding being empty; yet I was induced to make the suggestion referred to, because, when the siding contained 19 waggons and trucks, as on the day of the collision, certain shunting operations which caused that collision, were obliged to be performed on the main line.

I made that suggestion in the belief that it is always desirable to avoid, as much as possible, shunting waggons or trucks on the main line; and I do not think, that, as far as the public safety is concerned, there can be any doubt upon this point.

Mr. Allport states now, in explanation of his former remark, that the engine in question "is the engine that runs the trains to and from Nottingham, and of "course cannot be placed in the siding, after having brought a train from "Nottingham, nor come from the siding to take a train from the station, without in both operations blocking the main line."

It appears to be hardly necessary to notice this statement, because it is a self-evident proposition, that an engine, in passing from any siding to any train upon a main line, must come on that main line before it can join its train; but I may just observe, that the Nottingham engine, on the occasion of the collision referred to, was not on the main line for the purpose of joining its own train, but that the *Derby train* ran against *some cattle trucks*, which the Nottingham engine had placed in its way on the main line.

It will be seen that the remaining points of Mr. Allport's letter which refer immediately to the subject in question are most fully answered in my report of the 2d December last, and in my letter of the 10th ultimo.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. TYLER,
Captain R.E.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Months of March, April, May, and June,

1855.

Presented to both Houses of Parliament by Command of Her Majesty,
July 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1960

CONTENTS.

PAGE.

LONDONDERRY AND COLERAINE RAILWAY :—

Report upon an accident which occurred on the 14th March, by a passenger train running off the line near Rosses Bay - - - - - - - - 71

LONDON AND NORTH WESTERN RAILWAY :—

Report upon an explosion of the boiler of a shunting engine, which occurred on the 5th April in the Goods Yard at the Rugby Station - - - - - 72

Report upon an accident which occurred on the 24th April, by a passenger train running through facing points near the Camden Town Station - - - - - - 74

Report upon a collision which occurred on the 1st June, at the Heaton Norris Station, by a passenger train from Macclesfield overtaking and running into an excursion train from Birkenhead which was discharging its passengers at the station - - 75

LONDON AND SOUTH WESTERN RAILWAY :—

Report upon a collision which occurred on the 29th April, near the Woking Station, by one excursion train overtaking and running into another excursion train which had come to a stand still from want of water in the boiler - - - - - - - 78

MIDLAND RAILWAY :—

Report upon a collision which occurred on the 24th March, at the Trent Junction, by a passenger train overtaking and running into an empty waggon train which was being shunted into the Nottingham Branch to allow the passenger train to pass - - - 80

Report upon a collision which occurred on the 15th May, in a siding on the Ilkeston Branch, by a passenger carriage drawn by a horse running through facing points and coming in contact with some coal waggons - - - - - - - - - 84

NEWPORT, ABERGAVENNY, AND HEREFORD RAILWAY :—

Report upon a fatal accident which occurred on the 25th March, to the fireman of a passenger train, by coming in contact with the girder of a bridge near the Pandy Station - - - - - - - - - - - - - - 85

NORTH EASTERN RAILWAY :—

Report upon a collision which occurred on the 2d June, by a goods train overtaking and running into a passenger train near the Felling Station - - - - - 86

SOUTH EASTERN RAILWAY :—

Report upon a fatal accident which occurred on the 23d May, to the fireman of a passenger train, by his head coming in contact with the Chart Bridge near Ashford - 91

SOUTH STAFFORDSHIRE RAILWAY :—

Report upon a fatal accident which occurred on the 6th March, to Joseph Bould, at Bridgeman Street level crossing - - - - - - - - - - - 92

Report upon a collision which occurred on the 19th March, between a goods train and a portion of a goods train which was running down the Lichfield incline, having been set in motion by a cattle drover meddling with the break - - - - - - 94

RAILWAY ACCIDENTS.

LONDONDERRY AND COLERAINE RAILWAY.

London and Coleraine Railway.

Accident near Rosses Bay.

Railway Department, Board of Trade.
Whitehall, April 26, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from the officer appointed to report upon the circumstances attending the accident that occurred on the 14th March, near Rosses Bay, on the Londonderry and Coleraine Railway.

My Lords direct me to request you to call the Directors' attention to the remarks of the inspecting officer as to the disadvantage of employing an engine of the description of the one to which the accident occurred.

I have, &c.

The Secretary of the
Londonderry and Coleraine
Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 24, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred on the Londonderry and Coleraine Railway, on the 14th of March.

The train to which the accident happened was an up train from Coleraine, consisting of not more than three or four carriages drawn by a four-wheeled tank engine, having a bearing between the two pairs of wheels, of twelve feet. The train had passed over the embankment of Rosses Bay, which is always passed at a reduced speed, and had reached a curve of 40 chains radius a very short distance beyond, and was, therefore, probably proceeding at a moderate speed, when the engine mounted the outside rail, ran for some 40 or 50 yards along the line, but off the rails, and finally capsized across them, killing the driver.

When I inspected the line at the spot where the accident occurred, about a fortnight after the event, there was nothing to indicate the cause of the engine leaving the rails. But I think there can be no doubt that an engine of the construction I have described, with a long bearing between the two pairs of wheels, and having the chief weight thrown on the hind wheels, which are the driving ones, is a class of engine badly adapted for passing over curves or overcoming any obstacle or derangement on or about the rails. The permanent way, at the time of my visit, I found in very fair condition, but from the circumstance of the engine having left the rails on the outside of the curve, I cannot but think that the accident must have been due to some irregularity in the line, which the class of engine I have described could not surmount in passing over a curve, without being thrown off the rails.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

GEO. WYNNE,
Lieut.-Col. Royal Engineers.

Londonderry and Coleraine Railway Company
Offices, 4, *Coleman Street Buildings,*
London, April 28, 1855.

SIR,

I HAVE to acknowledge receipt of your favour of the 26th instant, enclosing copy report of Colonel Wynne, upon the accident which occurred upon this

London and Coleraine Railway.

line on the 14th of March last. The observations relative to the engines shall have the attention of the Directors.

I am, &c.

Accident near Rosses Bay.

Captain Galton, R.E.,
Railway Department, Board of Trade.

J. K. Arthur, *Secretary.*

London and North Western Railway.

LONDON AND NORTH WESTERN RAILWAY.

Railway Department, Board of Trade.
Whitehall, June 30, 1855.

Boiler explosion at Rugby.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the Report of their inspecting officer of his inquiry into the circumstances attending the explosion of a locomotive boiler which occurred at Rugby, on the London and North Western Railway, on the 5th April.

My Lords direct me to express their regret at learning that this accident would appear to be attributable to the fact, that a proper degree of supervision was not exercised by the locomotive department of the Company with respect to the safely-valves of the engine.

My Lords trust that the Directors will give their careful consideration to the recommendation of Col. Wynne, that ferules, or some other means for limiting the pressure to which the drivers can screw down the safety-valves, should be attached to all locomotive boilers.

I have, &c.

The Secretary of the
London and North Western
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 26, 1855.

Sir,

I have the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident caused by the explosion of the boiler of a locomotive engine at Rugby, on the London and North Western Railway, on the 5th April; and I have to report the following particulars:—

The engine to which the accident happened is known as No. 164. It was built by Messrs. Tayleur, of Warrington, and delivered to the Company in February 1847. In December 1853, after having run 141,986 miles, and been employed at ballasting for 260 hours, it underwent the following repairs. The boiler was retubed, a new copper tube-plate put in, and a new plate in the bottom of the cylindrical part of the boiler. The work of the engine, after these repairs to the time of the explosion, was 11,750 miles hauling trains, and 1,140 hours shunting.

The engine was brought into the shed between six and seven the evening previous to the accident. The driver states he had been working the engine all day, with the safety-valves screwed to 50lbs. pressure, and they were standing at that when he handed the engine over to the cleaner; the engine required some slight repair to the cross-head, which was executed during the night. The fire was lighted about 2.30 a.m., the engine was taken out of the shed a little before five for the purpose of shunting waggons, &c. in the yard. The engine was observed blowing off steam from 5.30 to 5.40, and about 5.50 the explosion occurred. The engine was at this time in charge of a man who is known as the "turner," and who is a person supposed to be quite competent to take charge of an engine; he states that steam was blowing off all the time he had charge of the engine from the safety-valves, and that the boiler was full of water; he did not examine the valves to ascertain the pressure they indicated. There was a steam gauge attached to the engine, but it was not in working order; the driver states that he knew this to have been the case when he brought the engine into the shed, but he neglected to report it.

The effect of the explosion on the engine was to throw it on its side, to blow off and tear in fragments the entire cylindrical cover of the boiler, one piece of which, weighing about half a ton, was projected a distance of 150 yards, and embedded in the earth, and to render the engine a complete wreck. The spring balances attached to the safety valves were not furnished with ferules, but had instead nuts underneath the levers, so that if the driver or other person wished to increase the pressure it would be necessary first that he should screw down these nuts. As the spindles of the balances were not tapped with screws to the full range of their springs, the valves could not, under any circumstances, be entirely locked or closed, but if these lower nuts were screwed down as far as they would go, a pressure of about 200 lbs. on the square inch might be obtained. It is stated that when the safety-valves were picked up after the explosion they were found to be screwed down to the utmost, which would indicate that the steam might have reached this pressure and the inference is that the explosion was caused in consequence of the pressure being unduly increased.

The locomotive superintendent, in his evidence before the coroner, stated that " the engine was calculated to work at a pressure of about 100 lbs. on " the square inch, but that a pressure of 120 lbs. on the square inch ought on no " account to be exceeded." If such was the case, some means ought doubtless to have been taken to prevent this pressure being exceeded by a reckles driver, or one ignorant of the consequences that might have ensued from overweighting the valves; and if (as is frequently alleged) the ingenuity of the driver renders this impossible, it is no reason that every possible difficulty should not be thrown in the way of attempts to tamper with the safety-valves. If ferules are placed on the spindles of the spring balances, this object is in a great measure attained; it is no doubt in the power of the driver to remove them, but it would take him some time to do so, or he may hang weights on to the end of the lever, but it is not probable that a driver would do this in the goods yard or in the neighbourhood of a station where he would be liable to detection. There can, therefore, be no question that if ferules do not present an insuperable obstacle against the valves being tampered with, they at least offer a considerable impediment to such tampering; and as no objection *can* be raised against their use, I consider serious responsibility attaches to the locomotive department where they are dispensed with, and, as on two former occasions of boiler explosions on the London and North Western Railway, viz., that at Wolverton in 1850, and the still more disastrous one at their works at Longsight in 1853, the locomotive department attributed these explosions to the valves having been locked, though the inspecting officers took different views of the causes which led to them, yet the locomotive department, entertaining the views they did, were especially bound to take every possible precaution against accidents arising from a recurrence of the causes to which they attributed them.

A night foreman at Rugby is employed to look after the engines that are brought into the shed in the evening and are for duty the next morning. The man employed on this occasion can give no account of the pressure at which the valves were set, although the engine had, under his superintendence, to undergo a slight repair. It would appear to be a most essential duty on the part of the locomotive department that every engine should be inspected by a competent person before going to work, and that it should especially be ascertained that the safety-valves are in working order. Had proper attention been paid to this, it could not have escaped notice that the steam gauge was out of repair.

From an examination of what remained of the engine and the fragments of the boiler I was not able to detect anything faulty in its construction or the materials composing it. A piece of the boiler plate which I had tested proved it to be of excellent quality, and there was no corrosion of the iron from galvanic action, such as I had noticed in two recent cases of boiler explosions, and which had so reduced the strength of the material, as to render an explosion sooner or later inevitable.

If the evidence is to be believed respecting the valves having been found after the explosion screwed down as far as they would go, the explosion must be assigned to over-pressure, and if the valves were screwed down, it appears to me more than probable that they were tampered with before leaving the shed, as there was apparently no possible motive for the turner to increase the pressure, and if it was done in the shed a proper superintendence would have detected and

London and North Western Railway.

Boiler explosion at Rugby.

prevented the mischief; and the foreman in charge, having neglected to submit the engine to a proper examination before allowing it to go out, is chargeable with great neglect.

I have &c.

The Secretary of the Railway Department, Board of Trade.

GEORGE WYNNE, *Lt.-Col. R.E.*

London and North Western Railway.

Accident near the Camden Town Station.

LONDON AND NORTH WESTERN RAILWAY.

Railway Department, Board of Trade, Whitehall, May 26, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred, on the 24th ultimo, near the Camden Town Station of the London and North Western Railway. My Lords direct me to request you to call the attention of the Directors of the Company to the inspecting officer's remarks upon the insufficiency of the arrangements for working the facing points at the spot where the accident occurred.

In July last an accident occurred at Allesley Gate Station, upon the London and North Western Railway, in consequence of a train having run through the facing points, and the inspecting officer on that occasion recommended that in all cases where it was necessary to use facing points on a main line of railway, either the pointsman in charge should be obliged to hold the handle of the points during the passing of the train, or that they should be kept locked during the passage of every train. My Lords trust that the accident which has now occurred will have the effect of bringing this recommendation again under the consideration of the Directors, and they will be glad to learn their views upon the matter.

I have, &c.

The Secretary of the London and North Western Railway Company.

DOUGLAS GALTON, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, May 24, 1855.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances connected with an accident that occurred to the 4 p.m. down train of the London and North Western Railway, near the Camden Town Station, on the 24th April.

Having been a passenger in the train, I am enabled to state from my own observations, the circumstances of the accident, and the causes which appear to have led to it.

The London and North Western Railway Company are widening their line between the first bridge north of Camden Town Station and the Primrose Hill tunnel. To carry on this work they have laid down a temporary line of rails, which is approached by means of a pair of facing points from the main down line; the engine hauling the 4 p.m. train passed all right through these points, not so the tender. After the passage of the engine the points appear to have partially opened to the temporary line, so as to allow the tender to pass through them, having both switches between the wheels; the right switch had a piece of the end broken off, and the left switch had a considerable bend inwards; the effect was to throw the tender off the rails to the right, and the carriages were all thrown on to the temporary line down which they passed. The train was brought up after having run past the points about 100 yards, the two trailing wheels of the engine were off the rails, the tender was thrown over on its side, the van next to it was partially upset, the carriage next to the van was thrown on its side, and the three or four following carriages were thrown into various positions. It appears that the man in charge of the points, which

were self-acting, and weighted to keep open for the main line, had, as he thought, made them quite secure, by introducing a wedge of wood into the slit of the switch box in which the switch handle works; the wedge was unfortunately too large, and was jerked out, and the switches were partially opened for the temporary line in the manner I have described. Opinion is very much divided on the subject of points, whether they should be fixed or self-acting. My own opinion is, that self-acting facing points, immediately in the vicinity of a station where there is much shunting, and where trains pass to and fro at low speeds, are not objectionable when well looked after; but I think the reverse is the case where no obstacle or consideration exists to compel a driver to run at a low speed, and under such circumstances there should always be effectual means, beyond the self-acting principle, for securing firmly the switch handle, by keeping it down, or otherwise.

London and North Western Railway.

Accident near the Camden Town Station,

The facing points at which the train ran off the main line were some distance beyond the precincts of the station, and where the driver would naturally begin to put on steam; they were, therefore, in my opinion, in such a position, and under circumstances (being in the midst of workmen engaged in removing earth and material), that rendered it objectionable to trust alone to the self-acting principle.

I may be mistaken as to the manner in which I have supposed the points acted, to bring about the accident, but there can be no question that the accident was caused by the self-acting principle having failed at facing points, and the Company requires to be cautioned with regard to the better security of such points, when the necessity of the case renders their introduction necessary beyond the precincts of a station, or in any position where the traffic must not necessarily pass through them at a very reduced speed.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

Geo. Wynne,
Lieut.-Col. Royal Engineers.

LONDON AND NORTH WESTERN RAILWAY.

London and North Western Railway.

Accident at the Heaton Norris Station.

Railway Department, Board of Trade,
Whitehall, June 22, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred, on the 1st instant, at the Heaton Norris Station of the London and North Western Railway. My Lords trust that the recommendations of the inspecting officer, as to the modes by which an accident of a similar nature might be prevented in future, will receive the attentive consideration of the Directors.

I have &c.

The Secretary of the
London and North Western
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, June 14, 1855.

Sir,

In compliance with the instructions contained in your letter of the 5th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 1st instant, near the Heaton Norris Station of the London and North Western Railway.

The Heaton Norris Station is about half a mile to the north of the Stockport Station, and they are connected by a long straight viaduct. There is a short curve to the north of the Stockport Station, leading to the commencement of the viaduct, where the north Stockport signal post is situated, but the signalman stationed at this post has an uninterrupted view of the distant signal placed to the south of the Heaton Norris Station, and he is guided to a great extent by the indications of that distant signal. The distance between the Stockport north

London and North Western Railway.

Accident at the Heaton Norris Station.

signal and the Heaton Norris distant signal, is stated to be about 600 yards, and the distance of the latter from the nearest end of the Heaton Norris platform, is about 150 yards.

On the 1st instant, an excursion train from Birkenhead was discharging its passengers at Heaton Norris, when another passenger train from Macclesfield, following on the same line of rails, came into collision with it, at a rate stated by the driver of the latter train to have been about six miles an hour. Fortunately, most of the excursionists had left the stationary train when the collision occurred, but an Independent Clergyman and his wife, who were sitting opposite to each other, were, I understand, thrown together with some violence, to the injury of both their heads. As far as I have learnt, the guard and two of the passengers were the only persons who were injured to any extent in the Macclesfield train.

The excursion train was expected at Heaton Norris at a quarter or twenty minutes past nine, and arrived about half-past nine, on the evening of the 1st instant. On its arrival, the station-master was standing with the policeman who attends to the distant signal on the down platform, and he saw the policeman set the distant signal "at danger," immediately after the excursion train had passed it. The station-master then crossed to the up platform, and, finding that only a portion of the tickets of the excursionists had been taken at Birkenhead, he directed one of the Company's servants to collect the remainder. He then crossed again to the down platform, and observed the distant signal still "at danger." He next began to open the doors to let out the passengers, and, whilst engaged in this duty, the collision occurred, four or five minutes, as far as he could judge, after the arrival of the excursion train. The station-master believes it not to have been much more than a minute before the collision, when he last observed the distant signal "at danger." The policeman, after turning on the distant signal, was obliged to go to the ticket gate of the station, from which he was unable to see the signal, and was at that gate, in the execution of his duty, when the collision occurred. After the collision, the station-master observed the distant signal "at caution," and, upon visiting the lever by which it is worked, he found that it had been altered from "danger" to "caution," and he then placed it "at danger" again.

The driver of the Macclesfield train, who is stated to be a steady man, did not know that the excursion train was in front of him, until he saw the tail of it about five carriage lengths off, by the light of his buffer lamps. Though his train was a light one, it was then, of course, impossible for him to avoid a collision. The excursion train was provided with side lamps on the van, which was the seventh vehicle from the rear, and with a tail lamp on the last carriage, and, as there appears from the evidence to be no doubt that they were all alight before the collision, it would seem, at first sight, somewhat extraordinary that these lamps should not have been noticed by the driver of the Macclesfield train. The tail lamp might, however, have been obscured by the stream of excursionists, who are represented to have been passing across the line at the rear of the train, and who only made way just in time to allow the Macclesfield train to pass them; and the side lamps may have been hidden by the tops of the 18 or 20 doors which had been opened between them and the driver, at least on one side of the train, and by the passengers making their way out of those doors. It is certain, at all events, that the fireman was taken by surprise when the collision occurred, for this man, having seen the green light at the distant signal post, when half-way across the viaduct, went to the front of the engine for the purpose of putting tallow in the valves, and he was on the buffer plank, with his back to the excursion train, busy with his tallow, at the moment of the collision. It is necessary to explain here, that the green light—the usual signal for caution, was not calculated to lead the driver of the Macclesfield train to suppose that there was a train in front of him, because this particular signal is always kept either "at caution" or "at danger;" and the green light was, in fact, therefore, an invitation to him to run on to the station platform. The excursion train consisted of 32 coaches, and was therefore some 200 yards long; and it extended about 100 yards beyond the station platform, to a point only 50 yards within the distant signal.

There is no difficulty in accounting for the alteration of the distant signal, after it had been set "at danger" by the policeman in the presence of the station-master. The lever of this signal is situated at the bottom of the steps leading up to the platform, and the passengers from some of the carriages,

which were brought to a stand before they reached the platform, coming up as they did, in a crowd, may, without intention, and almost unawares, have come in contact with the lever in passing, and have caused it to leave the nitch in which it was dropped to hold the signal "at danger," when the weight attached to the signal would have at once turned the green light towards Stockport. The lever has been since made to fit into its danger-nitch, with a sort of bayonet joint; and, in order to disengage it, it is now necessary, first, to pull it forward with some little violence. A wooden block had been driven into the segment in which the lever works, to catch it "at caution," instead of allowing it to fly back to "all right," and, after the collision, the lever was found leaning against this block, and out of the caution-nitch, in which any person setting it deliberately to "caution" would probably have placed it.

It certainly does not appear to have been very judicious to leave a signal lever protecting a stationary train, to the mercy of a crowd of excursionists, who might, and probably did, accidentally alter it from a position ensuring comparative safety to one of great danger, but I cannot attach blame to any of the Company's servants on this account, as they all acted according to their practice, and all were, apparently, sufficiently occupied. I would suggest, however, for the consideration of the Company, that it would be better on future occasions, either to keep a man at this lever when it is liable to be interfered with, and when the signal is required to protect the station, or else to transfer the lever to a position of greater safety. I think it would also be more conducive to the safety of the station, if the distant signal were moved to a greater distance, as the tail of the excursion train was only 50 yards within it when the collision occurred.

The evidence is somewhat conflicting as to the interval of time between the departure from Stockport of these two trains. The driver of the Macclesfield train states that he left Stockport at 9.42, and that he travelled at the usual speed over the viaduct. As it ordinarily takes him two minutes and a half to go from Stockport to Heaton Norris, the collision would have occurred according to his watch at 9.44. The guard of the same train states that he left Stockport at 9.38 by his time piece. The signalman at the Stockport north signal did not look at his watch, but believes that the Macclesfield train passed him nine or ten minutes after the excursion train. He showed the caution signal to the Macclesfield train because he kept it "at caution" all that week, and not with the intention of giving him any particular warning. He observed the green light at the Heaton Norris signal as the Macclesfield train passed: otherwise he would have given the driver a signal of danger. The guard of the excursion train looked at his watch after the collision, and it was then 9.36; and the station-master thinks that four or five minutes elapsed between the arrival of the excursion train and the collision.

It is not possible to ascertain from these statements the interval between the two trains with any degree of accuracy. Two clerks, however, belonging to Heaton Norris, went to Stockport to meet the excursion train, in which they expected some friends, and, on finding that it did not stop at Stockport, they returned after it on foot to Heaton Norris. They had been on the platform at Heaton Norris some minutes before the collision took place, and there was, therefore, probably an interval of at least eight minutes between the two trains.

These clerks observed, the one a red light at the Heaton Norris distant signal post, and the other a light burning at the tail of the excursion train. The second clerk also noticed that a great many people were walking past the tail of the train, and were obscuring the light as he approached it.

As the Macclesfield train was only two minutes and a half in travelling from Stockport to Heaton Norris, the red light on the signal post may very well have been observed by the clerk, and yet have been changed to green before the driver came in sight of it. It may be observed, also, in reference to the station-master's assertion, to the effect that the red light was displayed from the Heaton Norris distant signal post, not much more than a minute before the collision, that a man occupied as he was with his excursionists, might very easily mistake one minute for two, or even for a longer period of time.

It would appear, then, that this accident was occasioned,—

1. By the interference of the passengers of the excursion train with the signal lever at Heaton Norris.

London and North Western Railway.

Accident at the Heaton Norris Station.

2. By the obscuration of the lamps of the excursion train.

And I submit, for the Company's consideration, three precautionary measures, by any one of which such an accident might probably have been prevented.

1. Either the protection of the signal lever by a policeman, or its removal to a place of greater safety.

2. The fixing of the side lamps to the last carriage of a train, instead of to a van with seven coaches behind it.

3. The use of the electric telegraph between Stockport and Heaton Norris, by which it might be ascertained, before starting a train from the former station, whether the line were clear to the latter station.

I am, &c.

The Secretary of the Railway Department, Board of Trade. — H. W. Tyler, *Captain Royal Engineers.*

London and North Western Railway, General Manager's Office, Euston Station, June 30, 1855.

Sir,

The inspecting officer's report respecting the accident at Heaton Norris has been submitted to the Directors of the London and North Western Railway, and I am desired to inform you that, in accordance with Captain Tyler's recommendation, a telegraphic communication will be carried out between Stockport and Heaton Norris.

I am &c.

Captain Galton, R.E. &c. &c. — M. Huish.

LONDON AND SOUTH WESTERN RAILWAY.

London and South Western Railway.

Accident near the Woking Station.

Railway Department, Board of Trade, Whitehall, May 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the London and South Western Railway Company, the enclosed copy of the report which their Lordships have received from Lieut.-Col. Yolland, R.E., the officer appointed to inquire into the circumstances attending the collision that occurred on the 29th ultimo, near the Woking Station, on the London and South Western Railway.

I am, &c.

The Secretary of the London and South Western Railway Company. — Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, 1, Parliament Street, 14th May, 1855.

Sir,

In obedience to the instructions contained in your letter of the 1st inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending a collision which occurred between two excursion trains, on the 29th ultimo, near Woking, on the London and South Western Railway.

It appears from the evidence that an excursion train, consisting of 18 carriages, left the Waterloo Road Station for Portsmouth and Salisbury at 7h. 50m. a.m., on Sunday, the 29th April, and after having proceeded about two miles, the driver found that one of the pumps of his engine had failed, and he went on with one pump until he reached Weybridge, 5½ miles from Woking, where, on examination, the other pump was also found to have got out of order; and the driver, finding that he was short of water in the boiler, damped his fire, and proceeded as well as he could until he came nearly to a stand-still about one or two miles from Woking station, and he then stopped, being afraid of damaging the boiler from the want of water, unhooked, called out to the head guard to go back on the line to stop another excursion train which was following, and which had been in sight at times after passing the ruins of the paper mills near Esher, and he then went on with the engine to Woking for the purpose of examining into the state of the pumps, leaving the carriages standing on the line.

Some of the passengers got out of the carriages, and the head guard of the train got out of his break next the tender, before the train had quite stopped, and, taking his signals with him, ran backwards towards the tail of his train, waving a red flag as he ran; and, as he got to the last carriage, the second excursion train came up and ran into the first excursion train, travelling at the speed variously estimated at one or two to four or five miles an hour. No damage was done to any of the carriages, but about nine of the passengers were slightly bruised or cut.

The train which ran into the other train was an excursion train from London to Southampton, leaving Waterloo Road station at 8h. 0m. a.m., and the driver acknowledges that he received the proper cautionary signals as he passed Kingston, Walton, and Weybridge, and states that he diminished the quantity of steam in consequence of such cautionary signals; that he sighted the preceding train about nine miles from Woking, but subsequently lost sight of it; that he came again in sight of it about one mile beyond Weybridge, where there is a curve in the road, and from that spot he continued to gain on it; he further states, that he thought the preceding train was in motion, as the steam of the first engine was not shut off, and the line being straight, and without much inclination, he could not make out that the engine had quitted the carriages; that he had shut off the steam when about 700 or 800 yards distant from the preceding train, and that, when he saw the passengers getting out of the carriages, and the guard running and waving a red flag, he applied the tender break, whistled for the guard's break, reversed the engine, and set on the steam about 200 yards from the last carriage of the first excursion train, but that he did not quite succeed in stopping before he reached it; that his object in approaching so close was for the purpose of giving assistance as he had sometimes done in previous instances. The two trains proceeded together to Bishopstoke.

The driver of the engine of the first excursion train having examined his engine at Woking, found that the failure of the pumps was caused by a piece of cane having got into one of the valves, and a piece of coke into the other; these substances are supposed to have passed through the gratings in the tender or through a small opening where the angle irons occur, and, when they were removed, the pumps were found to be once more all right; the driver then got up his fire again, followed, and overtook the two trains at Bishopstoke, and took on his own to Portsmouth, and returned in the evening to London.

The second guard of the first excursion train remained sitting in the van at the end of that train, expecting the other train was coming on to give them assistance.

The cause of the collision, which appears to have been of a slight nature, may be ascribed to the accidental presence of two foreign substances in the valves of the pumps; but I am of opinion that the driver of the first excursion train, when he got to Weybridge and found that both the pumps were out of order, and the water deficient in the boiler, should have stopped there, that his train might have been protected by the station signals; and the driver of the second excursion train does not appear to have been sufficiently careful in approaching the first excursion train. With these exceptions, the Company's regulations for the security of the public appear to have been properly observed.

I have, &c.
W. Yolland,
Lieut.-Col. Royal Engineers.

Captain Galton, R.E.,
&c. &c.

London and South-western Railway, Secretary's Office,
Waterloo Bridge Station, May 18, 1855.

Sir,

I beg to acknowledge your letter of the 16th instant, enclosing a copy of Colonel Yolland's report upon the collision near to the Woking Station, on this line, on the 29th ult.

I am, &c.
L. Crombie,
Secretary.

Captain Galton, R.E.
&c. &c.

MIDLAND RAILWAY.

Midland Railway.

Accident at the Trent Junction.

Railway Department, Board of Trade,
Whitehall, May 3, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors, the enclosed copy of the report which their Lordships have received from their inspecting officer upon the circumstances attending the accident that occurred, on the 24th March, at the Trent Junction on the Midland Railway.

My Lords are desirous that the attention of the Directors should be specially given to Lieutenant-Colonel Yolland's recommendations,—1st, as to the position and mode of working the signals at the junction; 2nd, as to the arrangements at Kegworth for securing a proper interval of time between the passage of trains.

My Lords have on former occasions suggested to the Directors of the Midland Railway Company, the desirableness of causing a record to be kept by the station-masters or signalmen of the times at which the trains arrive at, start from, or pass by the several stations on the line.

They trust that this subject will again receive the consideration of the Directors, and their Lordships will be glad to learn what steps they may propose to take on the subject of Colonel Yolland's recommendation.

I have, &c.

The Secretary to the
Midland Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, April 17, 1855.

SIR,

IN obedience to the instructions contained in your letter of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending a collision which occurred, on the 24th March, at the Trent Junction on the Midland Railway.

This junction is situated about nine miles from Derby, where the branch line to Nottingham joins the main line from Rugby. It is protected towards the south by an auxiliary or distant signal, at the south side of the Red Hill tunnel, or about 600 yards from the junction, and by a semaphore signal at the junction itself.

It appears that on the night of the 24th ultimo, a special train of 50 empty waggons approached the Trent Junction from Rugby whilst proceeding to Derby, and the driver noticed that no light was exhibited at the auxiliary signal, but the "danger" signal was on at the Trent Junction, whereupon he sounded the steam whistle as he was passing through the tunnel, and the semaphore signal was lowered for him to proceed; and he then (at 8.48 p.m.) signalled to the policeman at the Trent Junction, that he wanted to pass on to the Nottingham Branch, to shunt his train out of the way of a passenger train due at the Trent Junction at 8.50 p.m., but not directed to stop at the junction.

As soon as the policeman at the Trent Junction made out from the driver's signal where the train was going, he turned the north auxiliary signal to danger, to stop trains coming from Derby, and held the points to turn the train across the main line and on to the Nottingham Branch, but he did not turn the south auxiliary signal to "danger" to stop trains coming from Rugby, neither did he turn the semaphore signal at the junction from "caution" to "danger" for the same purpose; and he states as the reason for not having turned the south auxiliary signal to "danger," that there was not sufficient time for him to have crossed the line to do so, and to have got back again to the points before the train would have come up. This train had got about half way through the points, travelling about seven or eight miles an hour, with the steam shut off, when it was overtaken and run into by the 7.25 p.m. passenger train from Rugby to Derby, with a considerable shock at 8.55 p.m. by which the break of the goods train was broken to pieces, the goods guard thrown with violence forward into the next waggon and seriously hurt, but his life was probably saved by the break van having been placed with the open part in front; the engine

mounted on the frame of the break van, several of the passengers were a good deal shook and bruised, and the buffer plank and buffers of the passenger engine were broken.

The 7.25 p.m. train left Kegworth, three miles from the Trent Junction, at 8.48, or as near as could be made out about four minutes after the special train, the driver being perfectly aware that the special train was just in front, as he saw it going out of sight as he reached the platform at Kegworth; and he states that he shut off his steam before he reached the Trent auxiliary signal, when travelling about 30 miles an hour, which is rather under his proper speed, and did not put it on again; that no signal was shown at the auxiliary signal, but the green light was visible at the Trent Junction semaphore signal, and that although he admits that he saw the tail lights on the goods train, yet, that he could not satisfy himself whether they were on the main line or on the Nottingham Branch; that the Red Hill tunnel was very full of steam, but when he had passed through it, and saw that the tail lights were on the main line, he applied the break, reversed the engine, and set on the steam, in order to stop as quickly as possible. He further says, that he has frequently overtaken trains near the same spot, and has always had the Trent Junction distant signal turned to "danger" against him. Owing to the illness of the guard of the special train, I did not see him, but I am informed that he was considered blameable for not having shunted his train at Loughborough, $7\frac{1}{2}$ miles from the Trent Junction, but from my inability to obtain satisfactory evidence of the times of the arrival and departure of the special train from the several stations, I am unable to offer any opinion on this subject, but it was stated that there was an interval of 13 minutes between the two trains at Syston, $13\frac{1}{4}$ miles from the Trent Junction.

With respect to the causes which led to this collision, I am of opinion that it was mainly produced by inefficient regulations and a lax system of carrying out those directed to be adopted on the Midland Railway by their printed rules, thus,—

1st. I hold that it should be a rule at all junctions provided with auxiliary or distant signals, that such signals should be kept at "danger," and that the tail of every passing train should be protected by turning the distant signal back again to "danger" immediately after the train shall have passed it. I was informed that no such rule was among the Midland regulations. Had this been done in the present instance, the 7.25 p.m. would have been warned, and the collision would, in all probability, not have taken place.

2nd. The arrangements at Kegworth for preserving a proper interval between a fast train following a slow one do not appear satisfactory. No proper record of the times of passage or departure is kept, but it appeared certain that the passenger train followed the special train at an interval only of four minutes, although the Midland regulations prescribe an interval of five minutes, but not the manner in which it is to be ascertained. I consider the station-master at Kegworth was to blame for allowing the passenger train to quit so soon after the other train.

3rd. I am further of opinion that the policeman at the Trent Junction committed an error of judgment in lowering his stationary signal from "danger" to "caution," to allow the special train to come up to the junction before he had turned the south auxiliary signal to "danger."

4th. I think that the driver of the passenger train was not sufficiently careful in looking out ahead, and that his speed was evidently too great in approaching the Trent Junction.

5th. I consider the south auxiliary signal should be worked from the same side of the line as the semaphore signal and points.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lt.-Col. R.E.

Midland Railway, General Manager's Office,
Derby, May 30, 1855.

Sir,

I have laid before the Directors your inspecting officer's report upon the recent accident at the Trent Junction, and I am instructed to say that the present system of working the signals at the various junctions on the

Midland Railway.

Accident at the Trent Junction.

Midland Railway has been adopted after the most careful and anxious consideration, and, aided by a long experience of the practical working of the plan, they are of opinion that it is the one which best ensures the safety of the trains.

The distant signals, whether at junctions or stations, are for the protection of trains required to stop at those places, and are exhibited immediately upon the trains passing them, and continue exhibited until their departure from the stations, but if these signals were at all times kept at danger, the trains would be frequently detained outside them, more especially in dark and foggy weather, when the signalmen would have to depend upon the engine's whistle before lowering their signal, a dependence fraught with the greatest possible uncertainty and danger. The plan proposed was formerly in operation at the Derby and Leicester Stations of this railway for some time, and accidents occurred at both places, which were undoubtedly attributable to this mode of signalling, and it was therefore discontinued; in short, as that system involves the showing a danger signal where no danger really exists, experience has shown that the drivers in a short time become so accustomed to see it lowered on their approach, that it ceases to be regarded as a signal of danger, and hence, when necessity really exists for its being so regarded, it has lost its value, and a collision is the probable consequence; the Directors, therefore, do not feel at liberty to take upon themselves the serious responsibility of adopting the system recommended.

With reference to the recommendation that the time of each train should be registered at every station on the line, apart from the question of the very large additional cost and labor the adoption of such a plan would entail upon the Company, the Directors are of opinion that no beneficial result would be obtained from it, nor do they consider that if the plan had been in operation at the Kegworth Station, its influence on the present case would have been of the slightest importance, inasmuch as it is scarcely to be expected that the station-master would voluntarily register his own delinquency, and had it been so kept, there is little doubt that it would have shown the prescribed interval between the two trains whatever the real interval might have been. This probability of course presents itself as a very serious drawback to the expected utility of carrying out the practice of registration generally.

I would further observe that this is no new suggestion, but that during the earlier history of railways the plan was in operation upon many lines, but subsequently abandoned by several, if not by all the companies, as growing experience proved it to be of no real practical value; it was in use on this line at many of the junctions for about two years, and ultimately abandoned as utterly valueless.

As regards your inspector's remark that we prescribe an interval of five minutes, but do not say the manner in which it is to be ascertained, I have only to say that all the Midland Stations are provided with clocks, and consequently the mode of ascertaining the time is too obvious to require remark.

My Directors fully concur with your inspector in his remarks upon the culpability of the station-master at Kegworth and the driver of the passenger train, and also with the inspector's recommendation that the handle of the auxiliary signal should be removed, and instructions have been given for its removal.

I am instructed to submit to my Lords, in conclusion, that the facts of the case do not justify the remarks of the inspector that the accident was "mainly "produced by inefficient regulations, and a lax system of carrying out those "directed to be adopted." The regulations, as I have already said, are (judged by the test of experience) efficient, and, as to their not being properly carried out, it is impossible to prevent occasional individual cases of laxity in so numerous a staff of servants as that employed on this railway, but that is no proof that a general laxity of system prevails, and my Directors instruct me to positively assure their Lordships that no general laxity does exist upon this railway.

I am, &c.

JAMES ALLPORT.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, June 11, 1855.

Sir,

With reference to the letter from the General Manager of the Midland Railway Company, dated the 30th ultimo, on the subject of the collision at the Trent Junction on the 24th March, I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of Lieut.-Col. Yolland's observations thereon.

My Lords trust that the additional remarks of their inspecting officer will receive the careful consideration of the Directors.

I am, &c.

The Secretary of the Midland Railway Company.

Douglas Galton,
Captain, R.E.

Railway Department, Board of Trade,
1, *Parliament Street, June* 7, 1855.

Sir,

In reply to your reference of the 31st ultimo, I beg to remark that I am unable to agree with the very limited definition of the use of distant signals at junctions given in the following paragraph of Mr. Allport's letter of the 30th May:—"The distant signals, whether at junctions or stations, are for the "protection of trains required to stop at those places, and are exhibited "immediately upon the trains passing them, and continue exhibited until their "departure from the stations;" since I believe it is the generally-received opinion, that one of the principal uses of distant signals at junctions is for the protection of trains proceeding in opposite directions, even though they are "not required to stop" at those places, but may have to cross the main line. And whatever difference of opinion there may be as to the propriety of keeping distant signals *always* at danger, there can, I should imagine, be none as to the existence of a cause of danger near to a distant signal immediately after a train had passed it; and as means have been provided at that particular spot for showing to a following train that there is a cause of danger in front of it, I think the distant signal should be exhibited, at all events, for a defined interval of time. I was informed, in the presence of Mr. Needham, of the Midland Railway, that it was neither in the regulations of that Company, nor in accordance with the practice followed on that line, to protect the tail of a passing train, by turning the distant signal to danger as soon as it had passed. In the case of all special or extra trains, whose times of arrival and departure have not been notified along the line, the signalmen cannot know until the train arrives whether it is intended to stop at the junction or merely to pass it; and when it *has* reached the junction, as in this particular instance, it is too late to stop the following train by means of the distant signal. The absence of any such rule, constitutes, in my opinion, the inefficiency of the existing Midland regulations.

I cannot, moreover, admit that Mr. Allport is correct in his views of the effect of keeping the distant signals at danger,—"but if these signals were at all "times kept at danger, the trains would be frequently detained outside them, "more especially in dark and foggy weather, when the signalmen would have "to depend upon the engine's whistle before lowering their signal, a dependence "fraught with the greatest possible uncertainty and danger;" for such trains could not be unnecessarily detained outside the distant signal, unless the signalmen failed in doing their duty, since neither darkness nor fog prevents the free transmission of sound; and the signalmen, being thus necessarily at their posts to lower the signal for the passage of the train, would remain on the spot to raise them, when the front of the train had passed inside the distant signal.

Mr. Allport's remark, that "experience has shown that the drivers in a short "time become so accustomed to see it lowered on their approach, that it ceases "to be regarded as a signal of danger," must apply to lines in which the discipline cannot have been properly maintained. Nearly all Railway Companies have stringent regulations as to the speed at which junctions should be approached, and as to the duty of the drivers on seeing a "danger" signal exhibited; but if these regulations are not enforced and carried out in practice, through the intervention of the executive staff of the Companies, they will necessarily cease to be effective in providing for the public safety, and only serve as illustrations of the very proper intentions with which they were originally drawn up.

Midland Railway.
Accident at the Trent Junction.

Neither can I concur with Mr. Allport on the effects to be expected from the registration of the times of arrival, departure, or passage trains, or of the burden which such a system would entail on the Company. The "large additional cost" will, in my opinion, be limited to the providing books in which the entries should be made; and the "additional labour" of making such entry must be perfectly insignificant. The argument,—"nor do they consider that if the plan "had been in operation at the Kegworth Station, its influence on the present "case would have been of the slightest importance, inasmuch as it is scarcely "to be expected that the station-master would voluntarily register his own "delinquency, and had it been so kept, there is little doubt that it would have "shown the prescribed interval between the two trains, whatever the real "interval might have been" is entirely beside the question: it implies, that it is known to the Directors, that there are station-masters employed on the Midland Railway, or at all events one at Kegworth, so indifferent to the correct performance of the prescribed duties, and careless of the observance of the regulations of the Company, which it is to be presumed have been established to provide for the safety of the public, who will not hesitate to start trains at less intervals than five minutes apart, and who will knowingly make an incorrect entry in the registry in order to shelter themselves. Whereas, I maintain, that if a registry be kept, the dispatch of trains would be systematically made; that it would be safer and more simple for the station-masters to delay trains until the five minutes interval had expired, than it would be to allow them to proceed at a less interval, and to make incorrect entries to cover themselves, and run a risk of detection. Had the train been kept the additional minute at Kegworth, it is probable that the collision would have been avoided.

Where such registries are not kept, I am satisfied that the five minutes interval is not carefully observed; but I know some instances in which these registers are kept by station-masters for their own security, even when they are not required to do so by the regulations of the Company. It does not, however, necessarily follow, that the entry must be made by the station-master, or by any person interested in registering an inaccuracy; and if carefully attended to, and performed under proper supervision, the value of such entries for the elucidation of facts, must be very much greater than the loose guesses as to time, recollected for the occasion by the parties implicated in any accident that occurs.

I submit that I was fully justified in stating that a lax system of carrying out the regulations of the Midland Railway must prevail, when it is clear, that in this accident, the policeman at the junction, the driver of the passenger train, and the station-master at Kegworth all neglected their duties; and further, that had any one of these parties performed their duty in a proper manner, it is likely that the accident would not have happened.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lt.-Col. Royal Engineers.

MIDLAND RAILWAY.

Midland Railway.
Accident on the Ilkeston Branch.

Railway Department Board of Trade,
Whitehall, June 11, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you for the information of the Directors of the Midland Railway Company, the enclosed copy of a report by Lieut.-Col. Yolland, R.E., their Lordships' inspecting officer, of his inquiry into the circumstances which attended the accident to a train, on the 15th ultimo, on the Ilkeston Branch of the Midland Railway. My Lords request that the particular attention of the Directors may be called to Colonel Yolland's remarks on the subject of the self-acting points at which the accident occurred.

I am, &c.

The Secretary of the
Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Midland Railway.

Accident on the Ilkeston Branch.

Railway Department, Board of Trade,
1, *Parliament Street, June* 6, 1855.

Sir,

In compliance with the instructions contained in your letter of the 18th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with a collision which occurred, on the 15th May, on the Ilkeston Branch of the Midland Railway.

This branch, of about three quarters of a mile in length, extending from the Ilkeston Junction to Ilkeston, is mostly used for coal traffic from the Rutland Colliery, but passengers are also conveyed to and from the junction to Ilkeston. It consists of a single line of rails with coal sidings near the foot of an incline, rising towards Ilkeston. The upward traffic is worked by horses, but carriages and waggons descend of themselves to the junction.

About 500 yards from the junction there is a bridge over the Erewash Canal, from which point the line has a very slight descent for about 100 yards, and in this space the sidings are situated which are entered by means of self acting facing points, weighted to stand open for the branch line.

It appears, from the evidence, that when the carriage which left Ilkeston Junction for Ilkeston at 10h. 10m. a.m. on the 15th May, had passed the bridge over the Erewash Canal and had got to within about 10 yards of the second pair of facing points leading into the coal sidings, the driver of the horse which drew the carriage, who stood on the step at the side, noticed that the points were open to the siding, and he immediately called out to the guard who was standing in front of the carriage, but with his face to the rear, to apply his break; but the latter states that he did not hear himself called, but heard the driver speaking to the horse, and he admits that he was occupied in sorting out a parcel or letter for the agent of the Rutland Colliery, which he intended to leave as he passed the siding, instead of attending to his duty in keeping a good look out and working the break when required; so that the carriage passed into the siding at a speed of about five miles an hour, and came in contact with some coal waggons standing about 35 yards from the points, by which collision several passengers were slightly hurt, but no damage was done to the carriage or waggons. The horse continued on the branch line, and was unhurt.

It was stated that a man in the employ of the Rutland Colliery Company had been shunting waggons shortly before, and had neglected to see that the points were closed to the siding as soon as he had finished.

Regarding the cause of this accident, I am of opinion that two circumstances combined to produce it.

First.—The self-acting points are admitted to have been quite out of order, and I noticed on the day of my visit that another pair on the same branch were not kept in a proper state. These self-acting points are at all times objectionable, but they are especially liable to get out of order, and to cease to work freely, on lines worked by horses, which, as they travel, inevitably must splash the dirt on to the points. A platelayer employed on this branch is said to be responsible for the state of these points.

Second.—It is evident that the guard neglected his duty in not carefully attending to his break, since, in descending from the bridge, he should have had his hand on the break and been in readiness to apply it, and have watched the progress of the carriage in order that it should not travel too fast on the heels of the horse. Had he done his duty, the collision in all probability would have been avoided.

I have, &c.

W. Yolland,
Lt.-Col. Royal Engineers.

Captain Galton, R.E.
&c. &c.

NEWPORT, ABERGAVENNY, AND HEREFORD RAILWAY.

Newport, Abergavenny, and Hereford Railway.

Accident on the Newport, Abergavenny, and Hereford Railway.

Railway Department, Board of Trade,
Whitehall, May 7, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the officer appointed by their Lordships to inquire into the circumstances attending the accident

Newport, Abergavenny, and Hereford Railway.

Accident on the Newport, Abergavenny, and Hereford Railway.

that occurred on the Newport, Abergavenny, and Hereford Railway on the 25th of March, in which a fireman was killed in consequence of his head having been struck against a girder of a bridge.

My Lords request that you will call the attention of the Directors to the inspecting officer's remarks upon the construction of the bridge at which the accident occurred, and to express the hope of my Lords that the subject will receive their careful consideration.

I have, &c.

The Secretary of the Newport, Abergavenny, and Hereford Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade.

Sir, *Whitehall, April* 30, 1855.

In compliance with the instructions contained in your letter of the 18th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 25th ultimo, near the Pandy station of the Newport, Abergavenny, and Hereford Railway.

When the 5 p.m. passenger train from Newport to Hereford arrived at Pandy on the 25th ultimo, the driver remarked that one of his axle boxes was warm; but the fireman was occupied with other duties about the engine, and had not time to attend to it before starting. Soon after leaving Pandy, however, he got down on the step of the tender for the purpose of feeling the axle box, when the driver told him "not to mind it," but to wait till he got to Pontrilas, and, in the meantime, to put some coke on the fire.

The fireman obeyed the driver in the latter respect, but, after putting on the coke, he again got down on the step of the tender, with the oil can in his hand, and, whilst in that position, was struck by the girder of a bridge at Penisapplewydd. He was so much injured by the blow, and by the concussions which he subsequently received, that he died two days afterwards.

The Penisapplewydd bridge is about half a mile to the north of Pandy, and $24\frac{3}{4}$ miles to the north of Newport. It is an under bridge, carrying the railway over a stream, and is composed of three wrought iron box girders, of which the height is 3 feet 1 inch above the level of the rails. The intermediate space between the two lines of rails is 6 feet 6 inches on the bridge, but the top plate of the centre girder is 2 feet wide, and the edge of the top plate is within 9 inches of the buffer plank of an engine standing on the bridge.

Under these circumstances, it is sufficiently evident that this unfortunate man lost his life in consequence of the structure of the bridge, whilst in the execution of a duty which it might at any time have been necessary for him to perform, though in disregard of the warning which appears from the statement of the driver to have been afforded to him. I do not understand, however, that the warning in question had any reference to the particular bridge at which he was so seriously injured.

The alteration of this bridge would, no doubt, entail a considerable expense upon the Company, but it cannot be considered, in its present state, as otherwise than dangerous to their servants, and I regret to learn that there is at least one other bridge of the same description on the line.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

North Eastern Railway.

NORTH EASTERN RAILWAY.

Accident near the Felling Station.

Railway Department, Board of Trade.

Sir, *Whitehall, June* 27, 1855.

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the careful consideration of the Directors of the North Eastern Railway Company, the enclosed copy of Captain Tyler's report of his inquiry into the circumstances attending the accident that occurred on the 2d instant, near the Felling Station of the North Eastern Railway.

My Lords direct me to observe, that they have, in previous instances, had occasion to remark upon the fact, that the Company do not invariably supply those servants, the correct performance of whose duties is dependant upon a knowledge of time, with any means of measuring time; and I am to express their hope, that the occurrence of this accident will again bring this subject to the notice of the Directors, and that they will no longer delay to provide all such servants with timepieces.

My Lords direct me to add, that they trust that the Directors will give their attentive consideration to the recommendation of the inspecting officer, that the time at which the trains pass or stop at the several stations on the line, should be noted, as well as to the recommendation that the mode adopted for working the traffic by means of the electric telegraph should be rendered more efficacious for the prevention of accidents.

I have, &c.

The Secretary of the North Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade, Whitehall, June 14, 1855.

Sir,

In compliance with the instructions contained in your letter of the 6th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 2d instant, near the Felling Station of the North Eastern Railway.

The Felling Station is about 5 miles to the east of Newcastle, and a mile and a half to the west of the Pelaw Junction; and it is protected by a distant signal, which is 242 yards to the east of the east end of the station platform. As the station is approached on a curve, this distant signal cannot be seen by an approaching engine driver for a greater distance than 359 yards. The line from Sunderland and Shields meets the main line from the south, at the Pelaw Junction; and the signalman at that junction has the means of communicating by telegraph, with Gateshead and Felling on the west, with Brockley Whins on the east, and with Washington on the south.

The 4 p.m. passenger train from Shields left Brockley Whins at 4.25., passed the Pelaw Junction at 4.35, and arrived at Felling at 4.38 or 4.39, on the 2d instant. The tail of the train was stopped, in the first instance, near the east end of the station platform; the driver saw, however, a goods train coming behind him at some speed, a minute or so afterwards, and made an effort to move his train forward; but he had only been able to proceed about 36 yards, when he was struck by the goods train, with sufficient force to injure three of his passengers. The collision occurred, according to the Felling station master, at 4.37, according to the guard of the passenger train, at 4.41, and, by the driver's watch, at 4.40.

The goods train was driven by a man who has been for 11 years a driver in the Company's service, who is stated to be of very good character, and with whom, in fact, no fault had been previously found. This driver left York at 12.50, half an hour late, in consequence of the train having been late from Normanton: he looked at his watch at Washington, which is 5 miles to the south of Pelaw Junction, and again at Pelaw Junction, and found it to be 4.30, and 4.40, when he passed those places. He states that, at Pelaw, the junction signalman pointed to the line in his rear with a green flag, to intimate that the express was following him, but did not use the flag in such a manner as to lead him to believe that there was a train in front of him. He proceeded at his usual speed towards Newcastle, until he saw the distant signal from Felling "at danger," when he did his best to stop his train, but could not avoid the collision that ensued.

The fireman of the goods train says, that, as he passed Pelaw, he saw the junction signalman in his box, holding, with one hand, the lever of some points for the market train, and pointing, with the other, by means of a green flag which was half folded up, towards the direction from which he was coming, to intimate, in the usual manner, that the express train had passed Washington,—the next telegraph station. The fireman did not, any more than the driver, understand, from the movements of the signalman, that he intended to use the green flag for the purpose of giving a "caution" signal.

The signalman at the Pelaw Junction has no timepiece in his cabin, and his watch was at the watchmaker's, both on the day of the accident, and this morning when I examined him. As nearly as he could judge, the goods train passed his box four minutes after the passenger train; and he states, that he, consequently, first exhibited his green flag to the driver of the goods train as a signal of caution. As, however, he had learnt from his telegraphic bell, that the express train left Washington about three minutes after this goods train, he also made the sign with his green flag, which the driver and fireman appear so well to have understood, that the express was behind them. The signalman and the driver appear to have had a feeling in common, that, under the circumstances, it would be more safe, and more expedient, for the goods train to proceed towards Newcastle, than that it should be shunted at Pelaw, because, in performing the latter operation, the driver might have met with some difficulty or delay, on a rising gradient, whereas, in going forward, the inclination of the road was in his favour.

It appears, then, according to the statement of the driver of the goods train, and that of his fireman, that he had no warning at Pelaw of the passenger train being in front of him; and that, according to the statement of the junction signalman, he was placed in the very unenviable situation of being apprised, that, by travelling fast he would endanger himself and a passenger train in front, and by travelling slowly, he would be liable to fall a sacrifice to the express train behind him. He could not possibly have expected, after the warning he received from the signalman, but that the express would be allowed to follow him, with a recommendation to caution from the green flag. Such, indeed, was the case, for, after having checked the speed of the express by means of his auxiliary signal, the signalman exhibited his green flag to the driver, and permitted him to proceed "two minutes" after the goods train.

Whether the story of the signalman be correct, whether that of the driver and fireman be the truth, or whether they misunderstood each other, and both relate what they believe to be true, I have no means to determine; and, indeed, it is of little importance, because, in either case, it would not be right to attach blame to a driver thus situated, with an express train at his heels, unless he had disobeyed the signals shown to him on the road.

The signalman, indeed, would have acted more judiciously, if, instead of warning the driver of the goods train that the express train was after him, he had simply given him a caution signal for his own guidance, and then stopped the express for such a period as would have been more likely to ensure the safety of both trains; and, looking to the short interval within which, as I shall presently show, the goods train must have followed the first passenger train, he would have acted, as far as that train was concerned, still more judiciously, if he had not allowed the goods train to pass him so soon after it. But I cannot blame this man any more than the driver, when I consider that he was placed at a junction at which he found it impossible to carry out the printed regulations in regard to the interval to be observed between trains; that he was not supplied with the means of ascertaining that interval; that the junction was a disadvantageous place at which to cause the goods train to shunt, and that his telegraphic communication, whilst warning him of danger, did not give him the means which it might, under a better system, have afforded him, of avoiding that danger.

The distant signal from Felling could only be seen by the driver of the goods train 601 yards from the station platform, and 637 yards from the point of collision. I consider these distances to be scarcely sufficient for the stoppage of a train, consisting, as this did, of 18 loaded, and 3 empty waggons, on a falling gradient of 1 in 377; and I am, therefore, disposed to find fault with the inefficiency of the signal, rather than with the vigilance of the driver. It would seem desirable that this signal should be moved to a greater distance from the station, or that another signal should be provided in the direction of Pelaw.

I have been particular in former portions of this report, in noting the times at which the trains passed or stopped at the several stations, because I consider them of importance, as illustrating, to a certain extent, the system which has obtained on this part of the line, in regard to the interval in time which is observed, in practice, between the trains.

It will be remembered, that the signalman at Pelaw Junction stated three minutes as the interval between the telegraphic notices he received from Washington of the departure from that station of the goods and express trains; that he allowed the goods train to follow the Shields passenger train about four minutes after it had passed him; and that he permitted the express train to follow the goods train after about two minutes more. These short intervals of time were, however, merely conjectural on the part of the signalman, as he had not the means of ascertaining them correctly, and it is but right, therefore, that I should collect from the evidence of others, and from the circumstances of the case, the best information that I can gather on the subject.

The signalman at Washington states that the goods train passed him at 4.32 or 4.33, and that the express followed it in seven or eight minutes. The wife of a platelayer on the line, who had charge of a level crossing three miles to the north of Washington, looked at her clock when each of the two trains passed. She saw the goods train go by at 4.35, and the express at 4.40. Her husband, who was in her cabin at the time, states that his wife looked at the clock, and told him that "there was not five minutes between them," and he therefore advised her to exhibit the green flag to the driver of the express, which she did. The station-master at Washington looked at his watch when each of the two trains passed him, and he thinks there was an interval of six or eight minutes between them. The actual time of departure from Belmont of the express train was, according to the guard, 4.27, and it would therefore have passed Washington about 4.37.

It thus appears probable that there was not much more than five minutes between these two trains at Washington, and pretty certain that there was less than five minutes between them at Pelaw, inasmuch as the express train must have travelled faster than the goods train between the Usworth crossing and Pelaw. According to the statements of those who were at the Felling Station, the Shields passenger train arrived at Felling between 4.37 and 4.39, and had not been at Felling above two minutes when the collision occurred. As this train was, by the driver's watch, only three minutes in going from Pelaw to Felling, it must have travelled between those places at the rate of 30 miles an hour, and it is not probable that the goods train gained upon it during that period. It may, therefore, be considered as most likely that the goods train followed the Shields passenger train past the Pelaw Junction, after an interval of little, if at all, more than two minutes. This interval, if taken from the watches of the two drivers, would certainly be five minutes, inasmuch as the goods driver passed Pelaw by *his* watch at 4.40, whilst the Shields driver passed Pelaw by *his* watch at 4.35, but that this was owing to a difference in the watches, is clear from the fact that the collision occurred at Felling at 4.40 by the watch of the Shields driver.

The intervals between the trains appear then, as far as I can ascertain, to have been,—

1. Seven or eight minutes, according to the signalman, but four or five minutes by comparison of the time of the goods train, as given by the signalman, and that of the express as given by the guard, between the goods train and the express at Washington.
2. Five minutes between the goods train and the express at Usworth crossing.
3. Less than five minutes between the goods train and the express at Pelaw; and—
4. Not much more than two minutes between the Shields train and the goods train at Pelaw.

A short interval must, of course, be more liable to lead to dangerous consequences in the case of an express following a goods train, than in the case of the latter following a passenger train. And the risk was not the less in the present instance, on account of the difficulty attending the shunting of such a goods train at Pelaw, the impossibility (which also existed) of shunting it at Felling, and the necessity that the driver therefore felt of running on until he could reach a place of safety. His nearest point of refuge from the express train, which he knew was pursuing him at a greater or less speed, according to the amount of caution exercised by its driver, was the Gateshead Yard, a mile and a half to the north of the Felling Station.

The rules of the Company enact, that the danger signal is to be exhibited for five minutes after a train or engine has started from or passed a station, and

North Eastern Railway.

Accident near the Felling Station.

that the signal is then to be made to indicate that all is right. An interval of five minutes would thereby be ensured between all trains, in passing all stations; but discretion is afforded by another rule of the Company, to start a slow train following a fast train "within the five minutes," if the engineman of the following train be apprized of the distance ahead of the train preceding him.

These regulations are stated to be intended to apply to junction and other signalmen, though station-masters only are alluded to by name in reference to them, in the printed rules.

The trains at Washington are not controlled by the station-master, but by the signalman from the junction cabin. That signalman describes his practice to be as follows:—"I allow 25 minutes for the coal trains, and a quarter "of an hour or 10 minutes for the goods trains, according to the load they "have; that is to say, I would not permit a goods train to be started if a "passenger train were due within 10 minutes or a quarter of an hour. On "this occasion, as the driver did not stop at Washington, and as I had not "received notice of the express leaving Fence Houses (a station $3\frac{1}{4}$ miles south "of Washington), I concluded that the express was late, and that the driver of "the goods train knew it." This man, however, showed the "all right" signal to the driver of the express train, as he passed him, seven or eight minutes after the goods train.

The signalman at the Pelaw Junction states, that his practice is to show the green flag for seven minutes after the passage of a train, and then to show the white flag. He adds, that there are so many trains that he cannot work up to the printed regulation which orders him to keep back trains for five minutes after other trains have passed.

In regard to the above-quoted regulations of the Company, and the statements as to the manner in which they are attended to, I would submit that the working of the line is highly unsatisfactory. In the first place, the interval of five minutes, as laid down for all trains following one another, cannot be considered sufficient to ensure safety in the case of an express train following a goods, or coal train, and it is evidently not considered so by the signalman at Washington; and, in the second place, the signalman at Pelaw admits that he is not able, under the present system, to ensure even that interval.

The North Eastern Company have recently laid down a series of telegraphic bells from Newcastle to Darlington, a distance of 40 miles. These bells, communicating between certain stations and junctions, are intended to notify the approach of *all* trains from one telegraph station to another, between Newcastle and Washington, and of passenger, or special trains, between Washington and Darlington. The Company do not, however, prohibit two or more trains from being at the same time between any two telegraph stations, because they believe that the distance between some of these stations is too great to admit of such a prohibition being carried out, with their large traffic. They cannot, therefore, derive the great advantage, which they might otherwise obtain, from the telegraph stations that they have so judiciously established, of providing against the possibility of a collision on this crowded portion of their line. But, if the Company be not disposed to attempt at once to work their traffic entirely by telegraph, they might perhaps be induced, by a suggestion from their Lordships, to issue instructions by which all collisions between passenger trains, or between passenger trains and any other trains, might be avoided, by simply directing that no train whatever should be permitted to pass a telegraph station, until the previous passenger train has passed the telegraph station next in advance, and that no passenger train should be allowed to pass a telegraph station, until the preceding train—whether passenger or goods—has passed the next telegraph station. I believe that this arrangement, at least, might be carried out with the present telegraph stations; and the only collisions that would then be possible, would be those between goods, coal, and cattle trains.

The next point upon which I have to remark, in connexion with this accident, is the absence of the means of ascertaining the correct time at the different stations and junction-boxes that I visited.

At the station at Felling, there was no clock. At the junction cabin at Pelaw, there was not any timepiece, and, as the signalman's watch was undergoing repair, he was unable to regulate the very small intervals which he appears compelled to allow between the trains, otherwise than by guess-work. At the Washington Station, where careful record is kept by a telegraph boy of the

times of all passenger trains, there is no clock; and, in order to fill up his returns, the boy is obliged to sally forth from his office, and peep round the corner of the station, at a clock situated upon some neighbouring chemical works.

As it is of the utmost importance that the correct time should be exhibited at the several stations and junction-boxes, I hope that the Company will no longer delay in furnishing good clocks and timepieces for this purpose.

I will now, in conclusion, sum up the principal causes which appear, directly or indirectly, to have led to this accident.

1. The inefficiency of the signal worked by wires from the Felling Station.
2. The insufficient interval between trains, which appears, in practice, to be allowed at the Pelaw Junction.
3. The want of a time-piece at the Pelaw Junction.
4. The absence of regulations by which the telegraphic bells might be used most effectually for the prevention of collisions.

And I trust that the Company will not lose time in—

1. Either moving the eastern distant-signal to a greater distance from the Felling Station, or providing an additional signal for the protection of that station.
2. Providing good clocks and timepieces for the use of their servants at the stations and junctions on their line.
3. Preventing more than one train from being at one time between any two telegraph stations, in the case of their passenger trains, and applying this system, as far as practicable, in the case of their other trains.
4. Causing the time of passing of all trains to be recorded at the principal stations and junctions on the line.

I am, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

SOUTH EASTERN RAILWAY.

Railway Department, Board of Trade,
Whitehall, May 30, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed to inquire into the circumstances attending the accident that occurred, on the 23d instant, at Chart Bridge, near Ashford.

From this report it would appear, that the inspecting officer is of opinion, that the dimensions of some of the tenders in use on the South Eastern Railway are such as to occasion risk to the engine-driver and fireman engaged in necessary duties when passing through bridges. My Lords trust, therefore, that the consideration of the Directors of the South Eastern Railway Company will be directed to this subject.

I am, &c.

The Secretary to the
South Eastern Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, May 28, 1855.

Sir,

In compliance with the instructions contained in your letter of the 25th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred, on the 23d instant, near the Ashford Station of the South Eastern Railway.

As the 8.10 a.m. down train was passing under the Chart Bridge, a brick arch about a mile to the west of Ashford, on the 23d instant, the fireman was struck on the forehead, and was, unfortunately, so severely injured that he died on the afternoon of the same day.

The guard of the train states, that, immediately before the occurrence of the accident, he was looking out of the window of his van, which was next to the tender, and that he observed the fireman standing, either on the top of the tender,

South Eastern Railway.

Accident at Chart Bridge.

or on the tool-box, he cannot be sure which. He adds, that he saw him lying over the rear of the tender after passing the bridge, but that he did not see him struck.

The tender that was attached to the train was one of the highest on the line, and I observed by measurements taken this morning on the spot, that, from the ground to the top of the tank was 9′ 6″, from the top of the tank to the lower side of the arch of the bridge was 5′ 11″, and from the top of the tool-box to the same part of the bridge was 4′. As the deceased fireman is stated to have been about 5′ 7″ in height, it is, therefore, probable that he was standing on the tool-box when his head came in contact with the arch.

There can be little doubt, that the object of the fireman, in going to the top of the tender, was to ascertain the quantity of water in the tank, and whether it would be necessary to procure a further supply at Ashford. It is represented, that, on this particular occasion, he might very well have waited until the train arrived at Ashford, and have then looked into the tank at his leisure, as the train was in good time. But there are often cases in which it may be necessary for a fireman to examine his supply of water whilst the train is in motion, and, on the tender in question, the most obvious mode of doing so, is by stepping from the top of the tank to the tool-box. It may also be necessary for a driver or fireman to mount the top of the tender for the purpose of making use of the tool-box. Having in view the safety of the servants of the Company, it would therefore appear, either that this class of tender is too high for the bridge, or that this description of bridge is too low for the tender, and as there are, I believe, other tenders and bridges of similar dimensions on the line, it is desirable that the attention of the Directors should be called to the subject, in order that such alterations may be made in the height of the headway above the tops of the tenders as may prevent the recurrence of such an accident.

I had not an opportunity of examining the driver who was on the engine with this unfortunate fireman, as he happened to be at Manchester, on leave of absence, at the time of my visit, but I learn that he saw nothing of the occurrence, and was not even aware, until after the accident, that the fireman had gone to the top of the tender.

I have, &c.

The Secretary of the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

SOUTH STAFFORDSHIRE RAILWAY.

South Staffordshire Railway.

Accident at Bridgeman Street Crossing.

General Manager's Office, Walsall,
March 10, 1855.

Sir,

I have to inform you that on Tuesday night last, about 8 o'clock, a man was found in the act of dying at a level crossing called Bridgeman crossing adjoining this station. He had evidently incautiously attempted to cross over the line, and must have been struck by an engine then shunting some waggons into a siding. He was found inside the rails, with one leg cut through and other injuries. He died in a few minutes after he was picked up. The man was married, but his children grown up. The coroner's jury met on Thursday, and after a long deliberation adjourned till Friday, when they returned a verdict of "Accidental death." I enclose copy of the verdict, with the recommendation of the jury.

It was also stated that no blame whatever attached to this Company or the servants.

I have, &c.

J. D. Payne.

Captain Douglas Galton, R.E.
Board of Trade, Whitehall, London.

P.S. Colonel Yolland was here on Friday, in reference to the break away on Dudley incline, and we took the opportunity of pointing out to him the locality and the facts of the above case as they have been proven.

South Staffordshire Railway.

Accident at Bridgeman Street Crossing.

(Copy Verdict.)

The jurors, upon their oaths, do say that the said Joseph Bould, publican, Lower Rushall Street, Walsall, on Tuesday the sixth day of March instant, in the borough aforesaid, whilst crossing the South Staffordshire Railway at a certain level crossing called the Bridgeman Street crossing, was accidentally run over by a certain luggage train, which happened then and there to be passing along the said railway at the aforesaid Bridgeman Street crossing, and by which means he, the said Joseph Bould, received divers mortal wounds and fractures, and of which said mortal wounds and fractures he, the said Joseph Bould, then and there instantly died. And so the jurors aforesaid do say that the said Joseph Bould, in the manner and by the means aforesaid, accidentally came to his death, and not otherwise.

The jurors are of opinion that the present Bridgeman Street level crossing of the South Staffordshire Railway is highly dangerous to the public, and, as a means of safety, strongly recommend to the lessees of the South Staffordshire Railway the erection of a foot bridge over the said crossing, and that the present level crossing be forthwith closed as a foot road.

Railway Department, Board of Trade,
1, Parliament Street, March 17, 1855.

Sir,

In reference to your letter of the 13th instant, on the enclosed letter from the South Staffordshire Railway Company reporting that a fatal accident had occurred at a level crossing in Bridgeman Street, Walsall, on the 6th instant, I have the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, that the spot on which the man was found was pointed out to me when I was at Walsall on the 9th instant, and it was then considered uncertain whether he had been a trespasser, attempting to pass from the railway station down the line to the Bridgeman Street level crossing, and had been thus killed, or had been knocked down by an engine in the act of crossing the rails at Bridgeman Street; and it appeared to me, at that time, that it would be highly desirable for the Railway Company to erect a foot bridge over the railway, so as to close the present level crossing as a foot road, since in no other way, at a reasonable expense, could the safety of the public be ensured.

I have, &c.

W. Yolland,

Lieutenant-Colonel Royal Engineers.

Captain Galton, Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 31, 1855.

Sir,

With reference to your letter of the 10th instant, reporting a fatal accident that had occurred at the Bridgeman Street level crossing, Walsall, and enclosing a copy of the verdict of the jury at the inquest, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that, having received from Colonel Yolland a report upon the case, they think it extremely desirable that the recommendation of the jury should be adopted so far as relates to the erection of a foot bridge. It may indeed be questioned whether, as long as the level crossing is used for any sort of traffic, it could be closed against foot passengers; but as it is probable that the foot bridge would be very generally made use of by persons on foot, the danger would at least be diminished if a foot bridge were provided.

I am, &c.

Douglas Galton,

Captain Royal Engineers.

The Secretary of the South Staffordshire Railway Company.

Railway Department, Board of Trade,
1, Parliament Street, April 17, 1855.

Sir,

With reference to my report of the 17th ult., on the subject of the Bridgman Street level crossing in Walsall, I have the honour to forward, for the information of the Lords of the Committee of Privy Council for Trade, the enclosed note from the general manager of the South Staffordshire Railway,

South Staffordshire Railway.

Accident at Bridgeman Street Crossing.

together with a return of traffic at the level crossing for the week ending on the 1st inst., and stating the inability of the Company to stop the level crossing for foot passengers, and that unless such power can be granted to the Railway Company, the foot bridge would be quite useless.

I have, &c.

Captain Galton,
Royal Engineers.

W. Yolland,
Lt.-Colonel Royal Engineers.

General Manager's Office, Walsall,
April 11, 1855.

South Staffordshire Railway.—"Bridgeman Crossing."

Dear Sir,

I now enclose you a return of the traffic passing over Bridgeman Street crossing for week ending April 1st.

The man "Bould" had no ticket in possession when examined.

The whole of the town of Walsall lies east of Bridgeman crossing, except a few new houses (say some 40 or 50 houses) which lie west of the crossing.

We have no power to stop the level crossing, it being a right conferred to the public by our private Act, nor have the local authorities any dispensing power in this case.

I submit that, unless you can give us power to stop up the level foot crossing, a foot bridge would be quite useless. Waiting any further communication,

I remain, &c.

Colonel Yolland, R.E.
&c. &c.

J. D. Payne.

Return of Traffic at Bridgeman Street Crossing, from March 26th to April 1, 1855.

Date.	Foot Passengers.	Horses and Carts.	Saddle Horses.	Hand Carts.	Wheel Barrows.
Monday, March 26	2,760	16	2	5	10
Tuesday, „ 27	1,920	9	3	7	6
Wednesday, „ 28	1,310	14	1	4	9
Thursday, „ 29	1,370	17	1	3	6
Friday, „ 30	1,100	17	1	11	9
Saturday, „ 31	1,520	10	3	3	7
Sunday, April 1st	2,377	—	—	—	—
Total	12,357	83	11	33	47

South Staffordshire Railway,
Lichfield, April 18, 1855.

Sir,

In reply to your letter of the 31st ultimo, I beg to inform you that directions have been given to the engineers to prepare a plan of a foot-bridge over this line at Bridgeman Street, Walsall.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Buckton,
Secretary.

SOUTH STAFFORDSHIRE.

South Staffordshire Railway.

Accident at the Lichfield Incline.

Railway Department, Board of Trade,
Whitehall, April 16, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred, on the 19th ultimo, at the Lichfield incline on the South Staffordshire Railway.

My Lords trust that the remarks of the inspecting officer upon the best mode of preventing the occurrence of similar accidents will be carefully con-

sidered by the Directors, and they will be glad to be informed what steps may be proposed to be taken by them in the matter.

I have, &c.

The Secretary to the South Staffordshire Railway Company.

Douglas Galton, *Captain Royal Engineers.*

Railway Department, Board of Trade, Whitehall, April 4, 1855.

Sir,

In compliance with the instructions contained in your letter of the 27th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 19th ultimo, near the Lichfield Station of the South Staffordshire Railway.

A goods train left Wichnor, the junction of the Midland and South Staffordshire Railways, at 6.35, and Arewas at 6.45, and arrived at Lichfield at 7.5, on the evening of the 19th ultimo. It stopped, on arrival, at the usual place, about ten yards within the distant signal of the Lichfield Station, where the gradient rises 1 in 145 towards the station. The guard, then, having been informed by the station porter that there were four waggons to be taken on with his train, put on his break, and proceeded to take measures for collecting and attaching these waggons.

He directed the porter to uncouple the engine from the train, whilst he himself divided the train into two parts, by uncoupling 12 waggons from the remaining 15, and he then went forward with the engine, to fetch, first, three waggons out of a siding close at hand, and then a waggon of vegetables out of a coal siding about 250 yards in front of the former. The three waggons were left at the points leading to the first siding, whilst the engine went forward to the coal siding, where 10 or 12 minutes were expended in getting out the vegetable waggon, because there happened to be two manure waggons in front of it, which had to be taken out, transferred from the front to the rear of the vegetable waggon, and then returned to the siding.

Altogether, some 20 minutes appear to have been spent in these shunting operations, and when the engine returned, to attach the four additional trucks thus collected, to the train, it was found that the 27 waggons which had been left on the line, had all disappeared.

The driver of the 7.5 p.m. goods train from Wichnor Junction, was travelling towards Lichfield at the rate of 15 miles an hour on the same evening, when he saw red lights in front of him, through the trees which partly obscured his view. He shut off the steam, applied his break, and had almost succeeded in stopping the train, when his engine came in collision with the object which he had seen in front of him, and which afterwards proved to be the goods train which had so mysteriously disappeared from Lichfield. This train had been seen by the gateman at the Trent Valley Junction, which is about a mile from Lichfield, running down the incline at the rate of 12 miles an hour, in two portions, about 12 yards apart. A gatekeeper at a level crossing, two-thirds of a mile from Lichfield, also saw this train run by; but, when it passed him, it was going at the rate of six miles an hour, and there was a space of 300 or 400 yards betwen the two portions. These men, with the aid of their lamps, looked into the van, and on the train, but were unable to discover any person with it.

The train was, however, accompanied by one man, who was found after the accident, lying dead under the remains of the van. He had been killed on the spot by the collision, and his brains, hair, and blood, were scattered over the funnel of the engine, and over the screw of the break. The poor fellow was seen holding the break handle, as if to steady himself, by the fireman of the goods engine, just before the collision took place. This man was a drover, who had some sheep in a truck, for Wednesbury. He had taken a ticket for the purpose of going with them, and had the option, according to the custom at that station, of riding in the van of the goods train, or of following by the next passenger train. As far as I have learnt, he had not been observed to enter the van, but had been seen waiting on the station platform, soon after the arrival of the goods train.

The break van was left by the guard at the rear of 27 waggons, on an incline of 1 in 145; and, as waggons will not remain standing on so severe

South Staffordshire Railway.

Accident at the Lichfield Incline.

a gradient, unless kept in their position by a sufficient amount of break power, it is evident that the drover may, by merely turning the break handle, have set them in motion, and caused the accident. The incline extends, on the same gradient, from the Lichfield Station to the site of the collision; and, the waggons having been once started, there is, therefore, no difficulty in accounting for their further progress, and the subsequent collision. That the drover had "turned off" the break, is fully proved by the position in which the screw was found on the following morning; and that the screw was not altered after the collision, could be seen from the remains of the unfortunate man, that were still, as before stated, sticking to it. The break van weighed 5 tons, 18 cwt., and was one of the heaviest in use on the South Staffordshire Railway: it is said to have been in good order at the time of the accident.

The accident appears, then, to have been caused by the drover, who paid, for his interference with the break handle, the heaviest possible penalty. But it appears to be highly dangerous to leave a goods train without any one to look after it, on an incline of this nature, for 15 or 20 minutes at a time; particularly after dark, and when drovers are permitted to ride in the break vans. I would therefore venture to recommend, for the consideration of the lessee, that there should be a person appointed, in future, to take charge of the breaks of all goods trains that are obliged to remain on this incline, during the absence of the guard. It will, probably, be necessary to employ an additional man at the station, if this recommendation be carried out, because the present station porter has to attend to the points and signals, in addition to his other duties; but there can be no doubt that such a precaution is very necessary, as the guard is compelled to leave his break, in order to regulate the marshalling of his train, and it appears from the construction of the station, to be difficult to avoid thus leaving waggons on the incline.

I have, &c.

The Secretary of the Railway Department, Board of Trade.

H. W. Tyler, *Captain Royal Engineers.*

LONDON:
Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

REPORTS

OF THE

INSPECTING-OFFICERS OF THE RAILWAY DEPARTMENT

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL
FOR TRADE

UPON

CERTAIN ACCIDENTS

WHICH HAVE

OCCURRED ON RAILWAYS

During the Month of June

1855.

Presented to both Houses of Parliament by Command of Her Majesty,
August 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

TABLE OF CONTENTS.

CHESTER AND HOLYHEAD RAILWAY:

Report on an accident which occurred on the 23d June near the Chester General Station, in consequence of a collision between a passenger train and a goods train - - 99

EASTERN COUNTIES RAILWAY:

Report on an accident that occurred on the 27th June at Stratford to a passenger Train, in consequence of the points not acting - - - - - - - 103

MIDLAND RAILWAY:

Report on an accident that occurred on the 15th June at Barrow Station, in consequence of a collision between two coal trains - - - - - - 104

RAILWAY ACCIDENTS.

CHESTER AND HOLYHEAD RAILWAY.

Chester and Holyhead Railway.

Accident near the Chester General Station.

Railway Department, Board of Trade,
Whitehall, August 15, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they have received from Captain Tyler, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred, on the 23d June last, near the Chester General Station.

My Lords trust that the remarks of the inspecting officer will be carefully considered by the Directors of the Great Western Railway Company.

I have, &c.

The Secretary to the Great Western Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Note.—Similar letter to the Secretary to the Chester and Holyhead Railway Company and the Secretary to the Committee of Management of the Chester General Station.

Railway Department, Board of Trade,
Whitehall, July 31, 1855.

SIR,

IN compliance with the instructions contained in your letter of the 10th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident that occurred on the 23d ultimo, near the Chester General Railway Station.

The Chester Station is used for the accommodation of four railway companies—the Chester and Holyhead, the Birkenhead, Lancashire, and Cheshire Junction, the London and North Western, and the Great Western; and it is under the control of a general committee, by whom the station servants are employed, and a manager.

Four hundred and eighty yards to the west of the station, there is a ticket platform for the use of in-coming passenger trains; and at the respective distances of 370 and 720 yards from the station, there are two junctions, provided with semaphore signals, which I shall designate as No. 1 and No. 2. These junctions are, therefore, one on each side of the ticket platform, and they are all three on the Chester and Holyhead line, which is used by the Great Western trains for a distance of two miles, as far as Saltney Junction, and to which alone I shall have occasion to refer.

The joint goods station is on the same side of the ticket platform as the joint passenger station, and is about the same distance from it; the goods yard being, in fact, immediately to the north of the passenger shed, and there being between the two only two lines of rails which are used for through goods trains. All the goods trains which pass from the goods yard towards Holyhead or Shrewsbury, are brought on the wrong through goods line, in the first instance; are transferred, after running over 32 yards of that line, to the wrong main passenger line; and are then passed, after proceeding 70 yards further, through some facing-points at the east end of the ticket platform, to their proper line of rails.

On the 23d ultimo, the 6.15 a.m. Great Western passenger train from Birmingham, due at Chester at 10.20., arrived at the ticket platform at 10.19; when, as usual, the engine was uncoupled, and passed round the other line of rails for the purpose of being attached to the rear of the train, and of pushing it into the station. In the meantime, in accordance with the practice above referred to, a train came out of the goods yard, and, travelling along the line on which the passenger train had arrived, but in the opposite direction, proceeded to pass to its proper line through the facing points at the east end of the ticket platform, within a few yards of the leading carriage of the passenger train. The goods train consisted of 23 waggons; and, as the seventh waggon passed the front of the passenger train, the driver arrived with his engine at the

Chester and Holyhead Railway.

Accident near the Chester General Station.

rear of it, with a certain impetus, to enable the fireman to attach the couplings. Ignorant of the position of the goods train, he thus forced his carriages forward against a waggon, which happened to be large and heavy, and the result was, that a third-class carriage was overturned, a first-class carriage was damaged, and a female, named Ruth Dodd, was unfortunately injured.

There were a number of witnesses to the occurrence, and their evidence is somewhat conflicting.

The driver of the passenger train asserts that he came quietly to the rear of his carriages, and he is corroborated in this respect by several witnesses, including the station pointsman, who stepped on the engine, and screwed down the break, when he observed the dangerous position of the goods train. The driver and fireman of the goods train state, however, that they observed the passenger engine approaching its carriages at "too high a speed," and the latter even gives it as his opinion that it struck the carriages when travelling at the rate of eight miles an hour, whilst the goods train was travelling across it, and in the opposite direction, at 12 miles an hour. Taking all the evidence into consideration, it does not appear to me that the driver of the passenger train can have approached his train from the rear with any great amount of violence, or even, perhaps, with more speed than was necessary to enable the fireman to attach the couplings.

It is, I think, clear, that the distance of the stationary passenger train from the goods train which was crossing in front of it, was not greater than 10 yards. The guard of the former train states that he saw the engine come quietly up to the rear while he was standing on the platform; that he said to the driver, "All right, come on;" that he then walked the length of one carriage to his van; and that before he could get to the other side of his van he heard the crash. He is confident that the train could not have moved more than a carriage length forward. This man's break was "screwed on so that the wheels could feel it," though it was not screwed tightly on, and he had got into his van with the intention of taking it off before proceeding towards the station. He could not, from his position on the platform, have seen the goods train.

The station pointsman states that he jumped on the engine after the driver had come up to the passenger carriages, and before he struck the goods train, and he does not believe that the engine went more than half its own length, after touching the carriages, and his evidence is confirmed by the statements I have received, as to the point at which the engine and train were brought, in the first instance, to a stand. The fireman of the goods train, also, asserts that "there was scarcely more than sufficient room" between his engine and the passenger carriages as he passed them; and an inspector of permanent way in the employment of the Great Western Company, who happened to be in the van, says that they "could not have gone above half a carriage length." The only contradiction to these statements is afforded by the ticket collector of the station, who gives evidence different from that of all the other witnesses. He states that as he came out of the last carriage, after having finished collecting the tickets, he saw the engine at the tail of the passenger train; that he observed the fireman hooking it on to the carriages; that, after watching this operation for half a minute, he followed the guard into the van, and that it was three or four minutes after he had come out of the last carriage, or after the engine had joined the tail of the train, when the collision occurred. The collector, however, proves, himself, that his estimate of the time must have been erroneous, by saying, further, that the passenger train had only moved forward six or eight yards when the collision occurred, and that, immediately after he had got into the van and closed the door, he felt the shock. He adds that the train was moving forward for one minute before the collision occurred, and that it was going at the rate of three miles an hour. In spite, however, of the inconsistencies that appear in his evidence, the pointsman proves pretty conclusively that the driver could not have approached the tail of the train at any great speed, by saying that he does not know when the engine joined the train, and that it might have been there, for all he knew, for some minutes, when he came out of the last carriage.

Altogether, then, there can be no doubt that the passenger train was standing at the ticket platform, within a few yards of the crossing points, when the goods train passed in front of it; and that the passenger driver, in coming to the rear of his own train, with sufficient speed to enable his fireman to couple the engine to it, caused his carriages to strike one of the waggons of the goods train. And it would appear, therefore, that the collision is attributable to the practice of

allowing a goods train to pass in the wrong direction on the same line of rails with, and to cross to its proper line in such close proximity to, a passenger train waiting at the ticket platform to be propelled into the station.

It rests with the signalmen at No. 1 semaphore, to allow this practice to exist, or not, as they think best. These men are not furnished with any rules, either written or verbal, besides those which are printed in the regulations for the use of the general station, which regulations, as far as the junction signals are concerned, simply recite their use, and direct that the semaphores shall be habitually kept at danger. The signalman, Lee, who was on duty on the occasion of the accident, states that he does not allow a goods train to come out from the yard whilst a passenger train is approaching the ticket platform; but that, when the passenger train has stopped at the ticket platform, he usually permits goods trains to pass down the same line of rails, and cross in front of it; which was, in fact, what he did on the occasion in question. Dodd, the other signalman at No. 1. semaphore, who takes alternate duty with Lee, states, on the contrary, that, having been three years at that post, he has never allowed a goods train to pass out whilst a passenger train was at the ticket platform, excepting on one occasion, a fortnight after he was appointed to the duty, when he at once saw the danger of it.

The manager of the general station appears to think this practice unavoidable, on account of the very large traffic that passes No. 1 semaphore; but, as it is evidently not safe to allow a goods train to pass at such speed, or indeed, at any speed, through facing points immediately in front of a passenger train on the same line of rails, and as one of the signalmen who do duty at the semaphore has managed, in spite of the heavy traffic, to avoid running the risk of doing so, I would recommend the general station committee to issue such orders as shall prevent this danger from being again incurred.

I have stated that the passenger train was about to be pushed into the station from the ticket platform, in accordance with the usual practice, when the accident occurred. There was some difference of opinion during my inquiry, as to whether the instructions to propel this train into the station from the rear, had been issued by the station authorities for their own convenience, or for that of the Great Western Railway Company. An order was produced, however, dated 30th August 1848, and signed by the manager of the station, directing this course to be pursued; and as I have not since received from the manager any proof that the order was issued, (as he thought it might have been,) in consequence of representations from the Great Western Company, I conclude that the station committee are responsible for it. As there seems to be no greater difficulty in the way of taking the train into the station engine-foremost, than the employment of additional horse-power in the station, I would recommend that the more dangerous practice of pushing it from the rear should be discontinued.

It was attempted to be shown, in the course of my inquiry, that the passenger driver was not justified in taking his engine up to the rear of his train, because, when he did so, the disc signal, worked by wires from the semaphore No. 1, showed "danger." It turned out, however, from the evidence of the signalman Lee, that he did not turn the disc signal to "danger" before he allowed the goods train to come out, but only when the engine was approaching, and was within ten yards of the tail of the passenger train. Now this disc signal is intended to enable the signalman at No. 1 to communicate to the signalman at No. 2 semaphore the fact that a train is crossing near the ticket platform, as well as to enable the pointsman to intimate to No. 2 semaphore that a train is passing between the goods and the coal yards, by which a similar obstruction to the main line is caused. It may also be considered to give the usual warning of danger to any train coming in towards the station platform; but it cannot, in any way, be supposed to refer to an engine on its way from the front to the rear of its own train, which has already passed it (as this train had); and I think that this plea may, therefore, be altogether omitted in the consideration of the causes of the accident.

The pointsman is provided with a lever for working the disc signal, but, after using it two or three times, he received such complaints from the signalman at No. 1 semaphore (whose legs suffered considerably in consequence of the communication which he also possessed with the same signal) as induced him to adopt a whistle instead; and, when he now wishes the disc signal to be turned to "danger," he whistles to No. 1 semaphore to get it done.

Chester and Holyhead Railway.

Accident near the Chester General Station.

When a train leaves the goods yard, No. 1 signalman has thus the means of protecting it in its passage over the wrong main line by means of his disc signal, which is a notification to No. 2 signalman to keep his semaphore at "danger," and not to allow any train to pass in the opposite direction; and the pointsman on duty between these signalmen has also the means, though they seem not to be as perfect as they might be, of notifying to No. 2 signalman when trains are crossing the main line for the purpose of passing from the goods to the coal yard, or *vice versâ;* but No. 1 signalman has only one semaphore arm, applying equally to one line from the goods yard and to two lines from the passenger station. It is true that there are three pointsmen stationed on these lines, whose duty it is to regulate the passage of the different trains, and that there are well understood rules of priority for their guidance; but in the event of any misunderstanding between these men, either with each other, or with the drivers of the trains which they direct, the one semaphore arm would not serve to indicate even to any two of the lines at once, the instructions of the signalman. In bringing these arrangements under the notice of the committee, I would suggest to them that it is desirable that there should be at least one additional signal provided, to be worked by wires from No. 1 box, for the control of trains coming out of the goods station; but I shall defer any further remarks on the subject for a future communication, which, as I shall presently explain, it will become my duty to make, after I shall have received certain documents from the Great Western Company.

In a former part of this report, I showed that all goods trains, in passing from the goods yard towards the main line of the Chester and Holyhead Railway, run for 32 yards over the wrong through goods line, and for 70 yards over the wrong main passenger line, before arriving at their proper line of rails. This arrangement is one which should, of course, if possible, be avoided, both on account of the public safety, and for the convenience of the traffic; and, as the gentlemen who attended my inquiry on behalf of the Great Western Company, were anxious that certain alterations should be made, with a view of remedying the danger and inconvenience thus afforded, I have requested them to forward to me, on a plan of the station, the improvements that they would suggest. I do not propose, however, to detain this report any longer, because, after receiving those plans, it will be necessary to refer them to the station committee before submitting them to their Lordships. I shall then, probably, as I have before stated, have some further remarks to make in regard to the signal arrangements above referred to, as well as on the subject of such alterations.

The station servants are furnished with cards, on which are marked the arrival and departure of the different trains, at and from the Chester Station. The goods train concerned in the present accident, was marked on these cards to leave Chester at 10·30, and the passenger train to arrive at 10.20 a.m. Now the passenger train arrived at the ticket platform at 10.19, and, if the card had been correct, the goods train ought not to have come in its way; but the time of starting of the goods train had been altered by the Chester and Holyhead Company to 10 o'clock, and a notification to that effect forwarded to the station manager on the 12th ultimo; and it so happened that the driver of the goods train received a bill showing the alteration on the 23d ultimo,—the morning of the accident. I have to remark, also, that even in the cards for the present month, the alteration has, by some oversight, been omitted to be made, though the goods trains are still due to leave the yard at 10 o'clock.

In conclusion, I would now beg to sum up the causes of this accident, which appear to have been, principally:—

1. That the practice was permitted, of passing a goods train immediately in front of a passenger train, over the line of rails on which the passenger train was standing, and in the opposite direction to that in which it was due to proceed.

2. That the practice was enforced, of propelling a passenger train from the ticket platform to the station, by means of an engine at the rear of that train, —a course which is not uncommonly adopted, but which is always attended with more or less danger.

And the measures which I would venture to submit, for the consideration of of the committee, are:—

1. That instructions should be issued to No. 1 signalman, prohibiting him from again passing a goods train through the facing points at the ticket platform whilst a train is standing at or approaching that platform.

2. That these trains should in future be taken into the station engine foremost.

Chester and Holyhead Railway.

3. That improvement should be made in the mode of passing out trains from the goods yard to the main line, on which subject I shall have further to communicate at a future period.

Accident near the Chester General Station.

4. That a signal should be erected especially for the control of trains coming out of the goods yard.

5. That more care should be taken in the preparation of the cards intended to inform the station servants of the proper hours for the arrival and departure of the trains.

I have, &c.

The Secretary to the
Railway Department, Board of Trade.

H. W. Tyler,
Captain Royal Engineers.

EASTERN COUNTIES RAILWAY.

Eastern Counties Railway.

Accident at the Stratford Station.

Railway Department, Board of Trade,
Whitehall, July 30, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Eastern Counties Railway Company, the enclosed copy of the report which their Lordships have received from their inspecting officer, Lieutenant-Colonel Yolland, R.E., upon the circumstances attending the accident that occurred at Stratford, on the 27th June last, to a passenger train proceeding on to the London, Tilbury, and Southend Railway.

I have, &c.

The Secretary to the
Eastern Counties
Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, July 27, 1855.

Sir,

In compliance with the instructions contained in your letter of the 9th inst., I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending an accident, on the 27th June, to a London, Tilbury, and Southend passenger train, whilst crossing over from the up line of the Eastern Counties Railway at Stratford.

The London, Tilbury, and Southend down trains, between Bow and Stratford, use a third line of rails, which is the most southerly of three, the other two lines being the up and down main lines of the Eastern Counties Railway. The up main line is, therefore, situated between the main down line and the London, Tilbury, and Southend down line, and at Stratford the third line ceases, and the Tilbury down trains have to cross the up main line before they can proceed on the down main line towards Tilbury.

It appears from the evidence that about 12h. 20m. p m., on the 27th June, the London, Tilbury, and Southend 12h. 7m. p.m. down passenger train arrived at the south side of the up coast platform at Stratford, and after putting down and taking up passengers, and waiting some short time for other trains to move out of the way, was shown the "all right" signal from the signal-box, which is about 103 yards from this platform, and the signalman then went 51 yards further to the east, to hold the facing points, through which the train had to pass, in order to reach the main down line; and as soon as he reached these points he found that only one of them followed the movement of the switch handle, the other remaining stationary, in consequence of the single connecting-rod having come out of its socket. He then held up his hands as a signal for the driver to stop; but the latter, who was proceeding about five miles an hour, although he shut off steam, applied his break and whistled for the guard's break, reversed the engine and set on the steam the reverse way, was unable to do so, until the engine had reached the points, and was thrown off the rails, the front

Eastern Counties Railway.

Accident at the Stratford Station.

wheels going off to the right, and the trailing wheels to the left of the line. The signalman, when he found that he could not pull the second tongue of the points over, endeavoured to force the other one back to its original position, but did not succeed in doing so from the end of the connecting-rod coming in contact with the side of the left hand tongue, instead of passing into its socket.

After the accident had occurred the state of the points was examined, and it was found that the cause why the left hand tongue did not follow the movement of the switch handle was that no cotter or pin had been inserted at the extremity of the connecting rod, so as to attach the shifting rail to it, and no cotter or pin was found between the fixed rail and the moveable tongue, which might have been expected had any dropped out.

It also appears that the points at this crossing having got out of order the platelayers had commenced at 4 a.m. on that day to replace them by new ones; that temporary arrangements were made by which the first train in the morning (the $8^h.\ 7^m$) passed on to the main down line, and that subsequently the points were in order for the passage of trains at $9^h.\ 22^m.$, $10^h.\ 34^m.$, and $10^h.\ 50^m.$, a.m. The ganger of the platelayers informed the signalman, a few minutes before 12 o'clock, that the points were "all right," but he did not try them himself, but says that he saw another man do so; he also says that he saw cotters inserted at each end of the connecting rod by another man, but that man cannot say for certain, whether he did or did not touch these points after the breakfast hour, as the points were all right at that time.

The Company's regulations direct that the signalman should "try his points "before the passing through of a train, that he may be thoroughly satisfied there "is no impediment to their true working," but a coal train was standing over these points, immediately before he was directed by the inspector to let the Tilbury train proceed.

The train consisted of seven carriages and one break van; one of the carriages was entirely, and two others partly off the line, in addition to the tank engine. Fortunately no person was hurt; one of the carriages and the engine were slightly damaged.

I have no doubt that the accident was entirely caused by the negligence of the platelayers, in having failed to insert a cotter or pin in the left end of the connecting rod of the points, and I think the Eastern Counties Railway management have acted judiciously in directing all their points on the main lines to be supplied with two, instead of only one connecting rod.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lt.-Col. Royal Engineers.

Eastern Counties Railway, Secretary's Office,
Bishopsgate Station, London, July 31, 1855.

Sir,

I beg to acknowledge the receipt of your letter of the 30th instant, containing the report of the Government inspector upon the circumstances attending the accident which occurred at Stratford on the 27th ultimo, which I will submit to the Board at its next meeting.

I am, &c.

Captain Galton, R.E.
Railway Department, Board of Trade.

J. B. Owen, *Secretary.*

Midland Railway.

Accident at the Barrow Station.

MIDLAND RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 9, 1855.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of the inspecting officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred on the 15th June at the Barrow Station of the Midland Railway.

My Lords trust that the Directors will take into their consideration Colonel Yolland's observations on the position of the distant signal to the north of the station, as well as his remarks on the siding accommodation at the station.

I am, &c.

The Secretary of the Midland Railway Company.

Douglas Galton,
Captain Royal Engineers.

Railway Department, Board of Trade,
1, Parliament Street, July 7, 1855.

Sir,

In compliance with the instructions contained in your letter of the 23d ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances connected with the collision which took place on the 15th June between two coal trains at Barrow Station, on the Midland Railway.

It appears that on the 15th ultimo, the 10h. 30m. a.m. up coal train, consisting of 26 loaded waggons and one break van, proceeding from Kirkby to Leicester, arrived at Barrow at 3h. 12m. p.m., or about one hour late, in consequence of having had a good deal of shunting to do prior to its coming on to the main line; and on its arrival at Barrow, as soon as it was ascertained that it was to stop, and before it had actually come to rest, the signal porter turned the distant signal, situated 470 yards north of the platform, to "danger." The station is awkwardly situated on a curve, so that this distant signal cannot be placed at a greater distance and be seen from the platform, but it can be seen by a train advancing towards Barrow from the north, at a distance of about 620 yards from the distant signal, or 1,090 yards from the platform.

As soon as the train had stopped, the two guards and the driver proceeded to detach a waggon for Barrow, and having left 18 waggons standing on the up line, they were employed in pushing the waggon across the down line into the siding lying to the west of the main lines, when the regular beat of an engine was heard to the north, and as it did not shut off steam, particular attention was thus called to the north distant signal, which was observed by different persons to be at "danger;" and one, of some platelayers who were at work enlarging the siding at the north side of the station, seeing that a train was approaching at full speed, ran towards it, shouted, and held up his hands, to endeavour to attract the attention of the driver or fireman, and the former was seen to look out just as the engine passed him, and immediately afterwards, or about 3h. 20m. p.m., it ran through the break van of the coal train, and mounted and finally rested on the tops of the two next coal waggons, the front wheels being on the most advanced and the hind wheels on the aftermost coal waggon. The collision must have been a very severe one. The break van was completely destroyed; the engine was a good deal damaged, as well as five coal waggons and the tender, which was off the line in the six feet space.

The driver, by holding on to the lever for throwing the engine into forward or back gear, escaped unhurt; but the fireman, who is supposed to have been engaged in making up the fire just before the collision occurred, was seen to drop to the ground immediately the engine separated from its tender, and fell into the side drain, where he was found dreadfully injured, and he lived only a very short time.

The coal train which had thus run past the distant signal without any slackening of its speed, proved to be a special coal train of 30 loaded waggons which left Derby at 2.25 p.m., and which was not timed to stop at Barrow. The driver asserts, that when he came in sight of the distant signal, it was not standing at "danger," and in consequence he and his fireman busied themselves in making up the fire; that he was travelling at from 15 to 20 miles an hour: and that it was not until he saw the waggons standing on the up line, about 150 yards in front of him, that he became aware that anything was wrong: that he immediately shut off the steam, but had not time to reverse the engine before the collision occurred. I do not think the driver's assertion respecting the distant signal is correct, as it was contradicted by the guard of the same train, and the driver has been committed to take his trial on a charge of "manslaughter," on a warrant from the coroner, but he had been admitted out on bail. The collision appears to have taken place about 286 yards inside the

Midland Railway.
Accident at the Barrow Station.

distant signal, so that there was sufficient distance for the driver to have stopped his train had the signal been observed by him or his fireman.

I have, therefore, no doubt that the collision was entirely caused by neglect of duty on the part of the engine-driver in not having kept a proper look out. I should, however, recommend that the attention of the Directors of the Midland Railway Company should be called to the propriety of altering the present north distant signal, if permission cannot be procured for clearing the trees which are now behind it, and in that case, I think that if its height were doubled it would be very much better seen: and I should also represent the desirability of increasing the siding accommodation at Barrow Station, since, but for the delay in removing the waggons in the siding standing near the switches, the single waggon intended for Barrow would probably have been left and the train have got away before the other came up.

I have &c.

Captain Galton, R.E.
&c. &c.

W. Yolland,
Lieutenant-Col. Royal Engineers.

Midland Railway, General Manager's Office,
Derby, July 31, 1855.

Sir,

Your communication, enclosing copy of the inspecting officer's report to the Lords of the Committee of Privy Council for Trade, upon the recent accident which occurred at the Barrow Station upon this railway, has been laid before the Directors of this Company, by whom I am instructed to inform their Lordships that instructions have been given to the Company's engineer, to improve the signals at the Barrow Station as much as possible.

As to the provision of further siding accommodation, the Directors beg to inform their Lordships that they are unable to purchase land for the purpose of making any considerable enlargement of the sidings, but that all is being done there that can be. Some of the witnesses in the case were the men employed upon the alterations which were then in progress.

I am, &c.

James Allport.

Captain Galton, R.E.
Railway Department, Board of Trade,
Whitehall.

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

509

RETURN

OF THE

NUMBER and NATURE of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND respectively, from the 1st January to the 30th of June 1855.

Presented to both Houses of Parliament by Command of Her Majesty,
27*th July* 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1971

ENGLAND AND WALES - - - - - - - - 3
SCOTLAND - - - - - - - - - - 14
IRELAND - - - - - - - - - - 16

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on all the RAILWAYS in *England* and *Wales, Scotland* and *Ireland* respectively, from the 1st of January to the 30th of June 1855.

ENGLAND AND WALES.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
	Ambergate, Nottingham, and Boston and Eastern Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
29 January	Birkenhead, Lancashire, and Cheshire Junction.	–	6	–	–	–	–	–	–	–	–	–	–	– – Couplings breaking. Engine of a passenger train broke away from the train near the Mollington station in consequence of the shackle breaking, and the carriages afterwards running into the engine caused injuries to six passengers.
9 April -	Blyth and Tyne -	–	–	–	–	–	–	–	–	–	–	1	–	– – Madgery Ann Fenwick, trespasser, run over and killed while crossing the line near the Cowper Colliery Branch.
	Bodmin and Wadebridge.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Feb. -	Bristol and Exeter -	–	–	–	–	–	–	–	–	–	–	–	–	– – Collision, by the down express passenger train from Bristol running into a goods train which was standing at the Tiverton junction. Collision, which was very slight, occurred during a snow storm. No passenger injured.
7 January	Chester and Holyhead	–	–	–	–	–	–	1	–	–	–	–	–	– – John Hughes, gateman, run over and killed while imprudently walking on the line near his own cottage.
23 June -	Chester Joint Station (of the Chester and Holyhead, Birkenhead, Lancashire and CheshireJunction, London and North-western, and Great Western Railways.)	–	1	–	–	–	–	–	–	–	–	–	–	– – Collision between a passenger train and a goods train in the joint station, causing injury to Ruth Dodd, a passenger.
19 January	Cockermouth and Workington.	–	–	–	–	–	1	–	–	–	–	–	–	– – Thomas Hogarth, labourer, servant of company, while discharging coals from waggons into a vessel, was thrown by a waggon on to the deck of the vessel, and received such severe injuries in his foot, as to require amputation, Accident caused by the break not acting properly, it being covered with ice at the time.
24 April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– – James Scott, platelayer, run over and killed, while incautiously crossing the line.
	Dowlais - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	East Anglian -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	East Grinstead -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
1 January	Eastern Counties -	–	–	–	–	–	–	–	–	1	–	–	–	– – — Buck, a lad crossing at the Eaton public level crossing, was run over and killed by a train.
2 January	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	– – Ives, a passenger, attempting to alight at the Thorpe station before the train had stopped, fell and had his arm fractured.
2 January	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– – William Death, platelayer, run over and killed while incautiously walking between the rails on the Harwich branch.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
5 January	Eastern Counties—*cont.*	–	–	–	–	–	–	–	–	–	–	–	1	– – James Samuels, knocked down by an express train, and had his arm fractured, and head injured, while trespassing on the line near the Shenfield station.
14 January	– ditto – –	–	3	–	–	–	–	–	–	–	–	–	–	– – Collision. The 7.20 P.M. down passenger train ran into two carriage trucks, which were standing in a shed at the Hertford station, causing slight injuries to 3 passengers.
28 January	– ditto – –	–	–	–	–	–	1	–	–	–	–	–	–	– – Bloomfield, guard, slipped while coupling two carriages, and was caught between buffers, and slightly injured.
10 Feb. –	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	– – Joshua Pavitt, trespasser, run over and killed, near the Burnt Mill station.
19 March	– ditto – –	–	–	1	–	–	–	–	–	–	–	–	–	– – Mr. Hutchinson, a cattle drover (with a drover's ticket) incautiously standing in the doorway of a break attached to a cattle train, was thrown out and run over and killed, in consequence of the engine which was about being coupled coming in contact with the train.
24 March	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – Frith, servant of company in the locomotive department, run over and killed by a goods train while he was incautiously walking along the line.
26 March	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	– – J. Nichols, porter, squeezed between buffers while incautiously moving carriages at the Bishopsgate station.
24 March	– ditto – –	–	–	–	–	1	–	–	–	–	–	–	–	– – Hooty, an artizan in service of the company, while engaged in effecting some repairs to a truck standing in a siding at Stratford, was run over and killed in consequence of an engine which was shunting coming in contact with the truck.
6 April –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – Mardell, engine driver, run over and killed by a train at the Stratford station, while incautiously sanding the rails in front of his own engine.
29 April –	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	– – J. Pratt, in the service of the Electric Telegraph Company, run over at the Sawbridge station while incautiously standing on the line; one leg had to be amputated.
7 May –	– ditto – –	–	–	–	–	–	–	–	–	–	–	–	–	– – Kemp, pilot guard, severely crushed between the buffers of two carriages at the Ipswich station "whilst in the performance of his duties."
11 May –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – Polley, signalman, run over and killed in attempting to get upon a train in motion at Witham.
18 May –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – William Gunton, labourer in the service of the "Norfolk and Eastern Counties Coal Company," run over and killed whilst incautiously standing upon the line at the Bishopsgate station as a train was being shunted.
26 May –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – Tinkey, labourer on the Newmarket and Bury line, fell from a truck on which he was incautiously standing, and was killed.
31 May –	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	– – Hudson, goods guard, run over while incautiously shunting at the Tottenham station, and had his legs crushed.
3 June –	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – Clamp, porter, incautiously crossing in front of an approaching train at the Wimblingdon station, was run over and killed.
20 June –	– ditto – –	–	–	–	–	–	–	–	1	–	–	–	–	– – Cowell, porter, had his leg run over and broken while incautiously shunting trucks at the Audley End station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
27 June -	Eastern Counties—*cont.*	–	–	–	–	–	–	–	–	–	–	–	–	- - A London, Tilbury, and Southend passenger train while crossing from the down to the up line near Stratford was thrown off the rails in consequence of the points being out of repair. No person injured.
17 April -	East Lancashire -	–	–	–	–	–	–	–	–	–	–	1	–	- - David Hoyland, run over and killed while trespassing at the Bacup station.
29 April -	ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - George Whittaker, porter at the Ramsbottom station, incautiously getting off the footboard of a carriage in motion, having been speaking to some passengers respecting their tickets, fell, and his head coming in contact with one of the carriages, he was killed.
10 May -	ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Abraham Howorth, porter, crushed between buffers and killed while incautiously coupling waggons in motion.
	East Suffolk - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Furness - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
1 January	Great Northern -	–	–	–	–	–	–	–	–	–	–	–	–	- - An express passenger train on entering the Doncaster station divided, in consequence of points not acting properly, the engine and break-van taking the straight road, and the remainder of the train the platform road, causing a first-class carriage and a break-van to leave the rails and to come in contact with a signal post. Windows of carriage broken, but no person injured.
3 January	ditto - -	–	2	–	–	–	–	–	–	–	–	–	–	- - Passenger train was being backed out of the Leeds Central station on to the main line, when a portion took the wrong road, owing to the failure of the self-acting points, causing a composite carriage and break to be thrown off the line, and the former over the viaduct (26 feet high.) Mr. Hall, the recorder of Doncaster, who was in the central compartment, dangerously injured, and a second-class passenger, Mr. Hicks, also injured.
18 January	ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	- - Axle breaking. The axle of a third-class carriage (belonging to the North British Railway Company) in the 9 P.M. down Edinburgh passenger train broke while the train was proceeding through the tunnel next the King's Cross station, causing very slight injury to one passenger, name unknown. Train delayed 55 minutes.
27 January	ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	- - George Smith, goods shunter, accidentally fell while shunting a train at Boston, and was run over and killed.
9 Feb. -	ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	- - A lad named Travis aged 9, son of the gatekeeper at the North Road level crossing near Carlton station, run over and killed by a train while incautiously running across the line at that crossing, his attention having been it is supposed engrossed by another train which was coming in the opposite direction.
10 Feb. -	ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Edward Bowman, supernumerary porter at the Tuxford station, run over and killed by a train while he was incautiously walking on the line between the rails to light the distant signal.
16 Feb. -	ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	- - James Ashwell, platelayer, knocked down by a train, and severely injured while walking along the line near St. Neots in a state of intoxication.
22 March	Great Northern—*cont.*	–	–	–	–	–	–	–	–	–	–	1	–	- - Sarah Overall, trespasser, run over and killed while walking along the line near the Huntingdon station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
27 March	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Frederick Hurry, labourer in engineer's department at the Boston station, caught between buffers and killed while incautiously attempting to couple a ballast waggon and an engine in motion.
6 April	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - Charles Pentelow, trespasser, run over and killed while walking on the line near the Peterborough station.
9 April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Frederick Paulton, engine driver of a mixed express train, imprudently left his engine (for what reason is not known) and crawling along the tops of the carriages came in contact with the Stabton bridge, and was killed.
16 April -	- ditto - -	–	–	–	–	–	–	–	–	–	–	–	1	- - James Maund, trespasser, run over while crossing the line from the brick siding at Huntingdon ; legs severely injured, and afterwards amputated.
18 April -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - Henry Halford, platelayer, run over and killed at night near the Tollington station while trespassing upon the line in a state of intoxication.
25 May -	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	- - James Green, aged 76, opened the gate at the Peterborough level crossing just as one train had passed, and attempting to cross the line, despite the warning of the gateman, was run over and killed by another train.
7 January	Great Western -	–	–	–	–	–	–	–	–	1	–	–	–	- - John Garbutt, struck by a train and killed while incautiously crossing the line at a level foot crossing near Kisley (a short distance from Wellington).
12 January	- ditto - -	–	5	–	–	–	–	–	–	–	–	–	–	- - Collision. Passenger train from Carmarthen overtook and ran into a goods train from Haverfordwest which had been unable to ascend the incline near the Gloucester station ; five passengers injured.
6 February	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - Trespasser (name unknown) run over and killed at Bull's Bridge by the evening express train.
7 February	- ditto - -	–	–	–	–	–	2	–	–	–	–	–	–	- - Boiler of an engine (the Actæon) of a passenger train exploded at the Gloucester station, causing slight injuries to the driver and a switchman.
19 May -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - W. James, in service of a coal merchant, incautiously standing upon the line in the Gloucester station while a truck was being shunted, was knocked down and killed by it.
5 June -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - George Timms, policeman, knocked down and killed by an express train while incautiously crossing the line at Mill Lane.
	Hull and Holderness.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Kendal and Windermere.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
25 March	Lancashire and Yorkshire.	–	–	–	–	–	–	–	–	–	–	1	–	- - - Boulton, supposed to have been a passenger (but trespassing at the time), found dead upon the line near Chorley, having evidently been run over.
7 April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - James Threlfall, watchman, run over and killed whilst attempting to get upon an engine in motion.
26 April -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - George Allen, foreman platelayer, run over and killed by a goods train, while incautiously standing upon the down line to avoid a train passing on the up line.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
21 May	Lancashire and Yorkshire—*cont.*	–	–	1	–	–	–	–	–	–	–	–	–	– Mary Chatburn, passenger, attempting to leave the carriage at the Hebden Bridge Station before the train came to a stand, had her leg run over (died afterwards).
23 May	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Joseph Lord, struck by an engine and killed while trespassing on the line near the Halifax Station.
21 April	Lancashire and Yorkshire and East Lancashire Railway Companies, Liverpool and Bootle, and other joint lines and stations.	–	–	–	–	–	–	–	–	1	–	–	–	– John Ashcroft, aged six years, run over and killed while crossing the line at an occupation road called "Ashcroft's Crossing."
14 June	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– John Taylor, platelayer, run over in attempting to get upon a train in motion (died afterwards).
	Lancaster and Carlisle.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Leeds, Bradford, and Halifax Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
May	Liskeard and Caradon. (Mineral line.)	–	–	–	–	–	–	–	–	–	–	1	–	– William Ralph, trespasser, a boy aged 10 or 12 years, while incautiously standing on the line at the Moorswater station, was run over and killed by a waggon.
	Liverpool, Crosby, and Southport.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Llanelly Railway and Dock.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Llynvi Valley	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Feb.	London and Blackwall.	–	–	–	–	–	–	1	–	–	–	–	–	– James Scrimshaw, platelayer, clearing snow off the line, and incautiously standing too close to the rails as a train was passing, was struck by it and killed.
22 Feb.	London and North-western.	–	–	–	–	–	–	–	–	–	–	–	–	– Tyre of a waggon, in a goods train, broke near the Four Ashes station, throwing four waggons off the rails, and blocking the line for a short time; no injury sustained by any person.
25 Feb.	ditto	–	–	–	–	–	–	–	–	–	–	–	–	– A second class carriage in a Glasgow up passenger train thrown off the line near Preston Brook by a bent rail, the wheels of the carriage becoming detached after the carriage left the rails; no person injured. Accident caused by defective permanent way.
6 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– Mr. —— Johnson, inspector of police, in charge of a train conveying troops, attempting to get upon a train after it had been put in motion at the Warrington station, slipped, and being dragged along the platform came in contact with a pillar and was killed.
5 April	ditto	–	–	–	–	1	2	–	–	–	–	–	–	– Boiler of a shunting engine exploded in the goods yard at the Rugby station, killing a lad named Lea, a servant of the company, and injuring the engine driver and fireman.
24 April	ditto	–	–	–	–	–	–	–	–	–	–	–	–	– 4 p.m. down passenger train, while passing through the Camden station, ran off the line at some facing points leading into a siding connected with the new works at that station; two of the carriages were upset, but none of the passengers were injured.
4 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– William Islip, porter, crushed to death between two waggons through want of caution on his part.
23 May	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Sarah Bates, run over and killed, while crossing the line at a public level crossing at the Berkswell station.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
31 May	London and North-western — *cont.*	–	–	–	–	–	–	1	–	–	–	–	–	– – Robert Low, in the service of the post office, run over and killed while incautiously crossing the line.
1 June	ditto	–	4	–	–	–	1	–	–	–	–	–	–	– – Collision at the Heaton Norris station by a Macclesfield down passenger train following on the same line running into a return excursion train from Birkenhead which was discharging its passengers, causing injuries to two passengers in the excursion train, and to two and the guard in the Macclesfield train.
23 January	London and South-western.	–	–	–	–	1	–	–	–	–	–	–	–	– – Benjamin Paddington, porter, while attending to a goods train at the Bishopstoke station, fell (the ground being slippery) and had his foot crushed by the wheel of a waggon passing over it. Death ensued on the 5th February.
24 January	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– – Mr James Walter junior, struck by a train, while trespassing on the line near the Kingston station. Injured on the head, and sustained a fracture of a rib.
25 January	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– – James Christmas, porter at the Alton station, crushed to death while incautiously passing between waggons.
20 March	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– – Thomas Heath, porter at the Hampton Court station, caught by the tail rope while trailing a train and thrown down and killed. Accident ascribed to Heath not having detached the rope in sufficient time.
29 April	ditto	–	9	–	–	–	–	–	–	–	–	–	–	– – Slight collision at Woking by one excursion train from London overtaking and running into another, the engine of which had been partially disabled in consequence of the pumps becoming choked. Nine passengers injured slightly.
1 June	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– – — Edmunds, guard, jammed between two waggons which were being trailed out of a siding, and injured internally. Accident ascribed to his own want of caution.
9 June	ditto	–	–	–	1	–	–	–	–	–	–	–	–	– – Henry Howell, passenger (seaman), jumped from a train in motion near Basingstoke, and fractured his arm.
19 June	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– – – Ellis, fireman, had his head caught and severely injured between buffers while incautiously coupling the tender to an engine at the Woking station.
25 June	ditto	–	–	–	–	–	–	–	–	–	–	1	1	– – George Seeley and Charles Spiller, knocked down by a train while trespassing near the Farnborough station; the former was killed, and the latter had an arm broken and one foot severely injured.
29 June	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– – Richard Howard, painter in contractor's service, knocked down and killed by a train while incautiously standing on the line between the Wraysbury and the Staines stations, painting a bridge.
5 March	London, Brighton, and South Coast.	–	–	–	–	1	–	–	–	–	–	–	–	– – Thomas Rendal, horse driver at the Bricklayers Arms station, killed by his horse turning suddenly round, and jamming him violently against a truck.
15 April	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– – James Callaway, passenger, attempting to get into a train in motion at the Sydenhan station, fell and was run over and killed.
23 May	ditto	–	–	1	–	–	–	–	–	–	–	–	–	– – George Truman, passenger, incautiously standing on the platform at Epsom station amongst a crowd waiting for a train to draw up, was pushed off under the carriages, and so severely injured that death ensued on the 27th May.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
26 May	London, Brighton, and South Coast Railway—*cont.*	–	–	–	–	–	–	–	1	–	–	–	–	- - David Davis, platelayer, knocked down and severely injured by a pilot engine in the station yard at Brighton through his own want of caution.
21 June	- ditto - -	–	–	–	–	–	–	–	–	–	–		1	- - — Bloomfield, knocked down and injured by an engine whilst he was trespassing on the line near St. Leonard's station.
	Manchester, Buxton, Matlock, and Midlands Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
3 January	Manchester, Sheffield, and Lincolnshire.	–	–	–	–	–	–	–	1	–	–	–	–	- - Porter, while incautiously crossing the line at Market Rasen, was caught between the buffers of some waggons and severely injured.
8 January	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - David Jones, employed in the office of the company, attempting to get upon an engine in motion, fell, and the wheels of the tender passed over and injured his foot. Died 16th January.
31 January	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	- - The tyre of one of the wheels of a second-class carriage while between Woodhead and Hadfield broke, and the wheel becoming detached from the carriage threw the guard's van off the rails, causing such severe injuries to the guard, that death ensued a few days afterwards.
14 Feb.	- ditto - -	2	2	–	–	–	–	–	–	–	–	–	–	- - Collision. A passenger train, having left the Barton station, met and came into collision, about 1½ mile from the station, with an engine which had been despatched from the New Holland station to assist the train, it being apprehended that being after time it had been detained by the snow. Mr. Judd and Mr. Thomas Young, passengers, killed, and two other passengers injured.
10 April	- ditto - -	–	–	–	–	–	–	–	–	1	–	–	–	- - George Nelson, aged 12, son of an engineman, run over and killed, while incautiously crossing at a level crossing near New Holland.
23 May	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Charles Hawke, crane boy in Sheffield goods yard, run over and killed in attempting to get upon a waggon in motion.
24 May	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	- - Samuel Maughan, servant of coal owner, slipped while running along the line to get to a break at the Aston Siding near Woodhouse, and was run over and killed.
7 June	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Thomas B. Stubbs, station clerk at Mottram, run over and killed while incautiously crossing the line in front of an approaching coal train.
	Manchester, South Junction, and Altrincham.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Maryport and Carlisle.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
16 January	Midland - -	–	–	–	–	–	–	–	–	–	–	–	–	- - A goods train, which was performing some shunting operations at Ullesthorpe, came into collision with another goods train upon the other line of rails, in consequence of the "failing to act of a self-acting pair of points." No person injured.
22 Feb.	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	- - Slight collision at the Rugby station between the 6.15 A.M. Midland passenger train from London, and a London and North-western Trent Valley passenger train, as they were both approaching the same platform; one passenger, Mr. Hawksley, slightly injured.
22 Feb.	- ditto - -	–	1	–	–	–	–	–	–	–	–	–	–	- - Some of the carriages of a passenger train from Rugby to Derby ran off the line near the Wigston station, in consequence of the Breaking apparatus giving way. Mr. Thomas Rhodes, one of the passengers, slightly injured.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
27 Feb.	Midland—*cont.*	–	–	–	–	–	–	–	–	–	–	–	–	– Collision between a goods train and a coal train at the Knighton North Junction. No person injured.
13 March	ditto	–	–	–	–	–	1	–	–	–	–	–	–	– John Case, detective policeman, in service of the railway clearing house, fell while assisting to shunt some waggons at the Breedon station, and had both legs severely bruised.
24 March	ditto	–	2	–	–	–	1	–	–	–	–	–	–	– Collision near the Trent Junction by the 7.25 P.M. passenger train from Rugby, overtaking and running into an empty waggon train. Two passengers and the guard of the waggon train injured.
12 April	ditto	–	–	–	–	–	–	–	1	–	–	–	–	– Thomas Hollinghurst, guard, having got out of his van while the train was in motion, to shut the door of a carriage which had flown open, when near the Bentham station fell off, and was severely injured.
3 May	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Samuel Lee, a farmer's boy, run over and killed while crossing the line at a farmer's crossing between Manton and Luffenham.
10 May	ditto	–	–	–	–	–	–	–	–	–	–	–	1	– John Draycott struck by a train of trucks while trespassing on the Claycross incline, and injured on the head.
11 May	ditto	–	–	–	–	1	–	–	–	–	–	–	–	– Thomas Walters, labourer, in service of a colliery company, shunting coal waggons across the main line at Langley mill, got his foot fast in the points, and while in that position had his leg run over. Died afterwards.
15 May	ditto	–	3	–	–	–	–	–	–	–	–	–	–	– Passenger carriage drawn by a horse ran into a siding on the Ilkestone branch in consequence of the points being left wrong. Three passengers injured.
28 May	ditto	–	–	–	–	–	–	–	–	–	1	–	–	– R. Dollman knocked down and injured by a passenger train, while crossing the line at an occupation level crossing about 2½ miles north of Derby.
28 May	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– John Herrick, platelayer's labourer, run over and killed while incautiously working upon the line near the Nottingham station.
15 June	ditto	–	–	–	–	1	–	–	–	–	–	–	–	– Collision. Special coal train from Derby ran into a coal train from Kirkby which was shunting waggons at the Barrow station. Henry Ford, the fireman of the Derby train, killed.
21 June	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Henry Castledine, a boy, run over and killed while standing on the line at an occupation level crossing near Draycott.
26 June	ditto	–	–	–	–	–	–	–	–	1	–	–	–	– Elizabeth Smith, an old woman and rather deaf, struck by an express train and killed while crossing the line at the Sopley level crossing near the Frocester station.
6 Jan.	Monmouthshire	–	–	–	–	–	–	–	1	–	–	–	–	– Thomas Mc Kiel, gatekeeper near Risca, knocked down and injured on the head by a down train while he was incautiously standing too close to the rails signalling an up mineral train.
8 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Thomas Thomas, trespasser, aged 13, run over and killed while walking on the line picking up coals near Risca station.
16 Jan.	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Mary Johnson, trespasser, struck by a mineral train while she and her husband were walking along the line between a footpath crossing and the Risca station. Died on the 20th instant.
21 Feb.	ditto	–	–	–	–	–	–	1	–	–	–	–	–	– William Butler, switchman, at the North Colliery siding, incautiously stepped upon the down line of rails to avoid a train which was approaching on the up line, and was run over and killed by a down train.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1854.														
20 March	Monmouthshire—*cont.*	–	–	–	–	–	–	1	–	–	–	–	–	– – G. P. Cratchley, lad in service of the contractor for maintaining the permanent way, killed in imprudently attempting to get upon a truck in motion to recover his hammer which had been thrown upon it by the driver of an engine on which the lad had been riding without leave.
23 April	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	– – William Hopkins run over and killed while trespassing on the line at night near the Abersychan station.
25 March	Newport, Abergavenny, and Hereford.	–	–	–	–	1	–	–	–	–	–	–	–	– – Allen Jones, fireman of a passenger train, while standing on the step of the tender while the train was in motion, oiling one of the axle boxes of his engine which had become heated, came in contact with a girder of a bridge at Penisapplewdd, and was killed.
7 June	– ditto – –	–	–	–	–	–	–	–	–	1	–	–	–	– – George F. Watkin, boy, aged thirteen, run over and killed while crossing the line at a farm level crossing, near the Pandy station.
	Newcastle and Carlisle.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	North Devon –	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
19 January	North-eastern. (Including "York and North Midland," "York, Newcastle and Berwick," and "Leeds Northern.")	–	–	–	–	1	1	–	–	–	–	–	–	– – Connecting rod and other parts of the machinery of an engine attached to an empty passenger train broke after passing the Brough station and beat two holes in the bottom of the boiler, causing an escape of steam which badly scalded the driver and fireman; the latter died afterwards.
14 Feb.	– ditto – –	–	–	1	–	–	–	–	–	–	–	–	–	– – William Smith, a passenger, jumped from a train as it was leaving the Cramlington station, and was killed.
19 Feb.	– ditto – –	–	4	–	–	–	–	–	–	–	–	–	–	– – Axle of a Great Northern passenger carriage broke when the train was near the Killingworth station. One passenger (Lady Ferguson) slightly cut, and three others shaken. The guard in the rear van, seeing that something was the matter with the carriage which was next to him, applied his break, but the couplings connecting his van with the carriage giving way, he was left behind on the rails.
25 April	– ditto – –	–	–	–	1	–	–	–	–	–	–	–	–	– – Mrs. Laurence, a passenger, jumped from a train as it was leaving the Micklefield station, and broke her leg.
25 May	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	– – Joseph Summerhill, trespasser, attempting to get upon a train of waggons at Seaton Bank on the Durham and Sunderland Branch, fell and was run over and killed.
1 June	– ditto – –	–	3	–	–	–	–	–	–	–	–	–	–	– – Collision by a goods train running into a passenger train which was standing at the Felling station. Three passengers injured.
7 June	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	– – Andrew Watson, a boy aged 12, run over and killed while trespassing in the goods yard at Hull.
12 May	North London –	–	–	–	–	–	–	1	–	–	–	–	–	– – Charles A. Dyer, cattle traffic manager, struck by a passenger train and killed whilst he was incautiously walking upon the line.
12 June	North Staffordshire –	–	–	–	–	–	–	1	–	–	–	–	–	– – George Watson, platelayer, incautiously standing up on a ballast waggon, pulling off his coat while the train was in motion, fell off and was killed.
	North and South-western Junction.	–	–	–	–	–	–	–	–	–	–	–	–	
	North-western –	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
	Oxford, Worcester, and Wolverhampton.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Port Carlisle Dock and Railway.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Preston and Longridge	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
15 Jan.	St. Helen's Canal and Railway.	–	–	–	–	–	–	1	–	–	–	–	–	– – James Fowden, joiner, employed in locomotive department, imprudently jumping from a coal engine in motion, was run over and killed.
15 May	– ditto – –	–	–	–	–	–	–	–	–	–	–	1	–	– – Charles Tomlinson, crushed to death between waggons while trespassing in a siding.
	Saundersfoot Railway and Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Shrewsbury and Hereford.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Shropshire Union Railways and Canal.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
13 Feb.	South Devon –	–	–	–	–	–	–	1	–	–	–	–	–	– – Wood, policeman, run over and killed by an engine while he was incautiously standing on one line of rails at the entrance of the Dainton tunnel, making signals to a train on the other line.
20 Feb.	– ditto – –	–	2	–	–	–	–	–	–	–	–	–	–	– – Tyre of a wheel of a carriage in the down mail train broke at the Brent station, throwing three carriages off the line, and causing slight injuries to two passengers.
23 April	– ditto – –	–	–	–	–	–	–	–	–	1	–	–	–	– – Philip Thomas Kingston, a child, run over and killed by some trucks which were being moved at the spot where the Sutton Harbour branch crosses a street outside the station.
28 Feb.	South-eastern –	–	–	–	–	–	–	–	–	–	–	1	–	– – Western Lee run over and killed, while trespassing on the North Kent line near the Milton crossing.
27 March	– ditto – –	–	–	–	–	–	–	–	–	–	–	–	1	– – Moses Fryer, struck by a train and had one of his legs broken while trespassing near the Wokingham station.
12 April	– ditto – –	–	–	–	–	1	–	–	–	–	–	–	–	– – John Robson, engine driver of a goods train, accidentally fell from his engine near the Wye station, and was killed.
23 May	– ditto – –	–	–	–	–	–	–	1	–	–	–	–	–	– – William Turner, fireman, killed by his head coming in contact with Chart bridge near Ashford, while he was standing, it is supposed, on the top of the tool box of the tender of the 8.10 A.M. down train.
29 May	– ditto – –	–	–	–	–	–	–	–	–	–	–	–	–	– – Some trucks in the centre of a mixed goods cattle and stone train got off the rails between Gornshall and Dorking on the Reading, Guildford, and Reigate Railway, two of which fell over the embankment. Cause of accident not known.
18 June	– ditto – –	–	–	–	–	–	–	–	–	1	–	–	–	– – A man, supposed to be a German mendicant, run over and killed while endeavouring to cross the line at a level crossing near the Grove Ferry station.
27 Feb.	South Staffordshire –	–	–	–	–	–	–	–	–	–	–	–	–	– – Couplings of goods train broke on the Dudley incline, and portion of the train ran back down the incline, but was cautiously met and stopped by an engine. No person injured.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
6 March	South Staffordshire —*cont.*	–	–	–	–	–	–	–	–	1	–	–	–	– Joseph Bould run over and killed, while incautiously crossing the line at the Bridgeman street level crossing adjoining the Walsall station.
27 March	- ditto - -	–	–	1	–	–	–	–	–	–	–	–	–	– Collision. Benjamin Smith, a drover, having taken a ticket as a passenger at the Lichfield station, got into the break van of a portion of a luggage train (the engine not being attached to it) which was standing on the incline near the station, and (ignorantly, it is supposed) turned the break, in consequence of which the train was set free, and, running backwards down the incline for about two miles, came into collision with an approaching goods train, causing his own death.
21 May -	- ditto - -	–	45	–	–	–	1	–	–	–	–	–	–	– Collision by two passenger trains, meeting on a single line of rails at the Dudley station. 45 passengers and one guard injured.
3 January	South Wales -	–	–	–	–	–	1	–	–	–	–	–	–	– Engine of a passenger train ran off the line near the Carmarthen station in consequence of having broken a leading spring, dragging after it the tender and one carriage; engine driver severely injured in the leg. No passenger injured.
27 March	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Baker, a labourer in service of company, run over and killed while incautiously walking between the rails near Gatcombe.
19 May -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Benjamin Davis, gatekeeper at the Bishton Moor level crossing, knocked down and killed while incautiously crossing in front of an approaching train.
	South Yorkshire -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
17 Jan. -	Stockton and Darlington.	–	–	–	–	–	–	1	–	–	–	–	–	– Thomas Atkinson, fireman, incautiously standing on the end of a waggon which was being shunted at Sunnyside, fell off and was run over and killed.
10 Feb. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– James Waites, second fireman of mineral train, run over and killed, in attempting to get upon his train whilst in motion near Shildon.
8 May -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	– Peter Benison, engine driver in charge of goods train, severely crushed between the buffers while incautiously coupling some waggons near the Preston Junction.
7 June -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	– George Tindall, fireman of a mineral engine, fell off (owing to his own want of caution) and had his leg injured.
7 June -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	– Michael Dobinson, clerk in Telegraph office at the Walsingham station, killed in attempting to get upon a train of mineral waggons in motion.
13 June -	- ditto - -	–	–	–	–	1	–	–	–	–	–	–	–	– William Craggs, fireman in employ of contractor, struck by a check rail which a waggon chain had caught and torn up at Middlesbro', and was killed.
15 June -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	– James Huy, a child, trespassing, run over and killed while running along the line near Crook.
	Taff Vale - -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
4 March	Vale of Neath -	–	–	–	–	–	–	–	–	–	–	1	–	– David Richards, a lunatic, run over and killed while trespassing on the Aberdare branch at night.
	Warrington and Stockport.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	West Cornwall -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
13 March	West Hartlepool Harbour and Railway.	–	–	–	–	–	–	–	1	–	–	–	–	– John Heaviside, stoker, walking alongside his engine, and incautiously arranging some portion of the machinery whilst it was in motion, had his arm crushed between the side rod and the frame plate.
22 May	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Robert Laing, son of an engineman, run over and killed while trespassing in a siding.
28 June	ditto	–	–	–	–	–	–	–	–	–	–	1	–	– Owens Byrne, trespasser, run over and killed while endeavouring to get upon a waggon in motion.
	Whitehaven and Furness Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Whitehaven Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR ENGLAND AND WALES.	2	94	6	3	13	13	42	14	14	1	22	7	

SCOTLAND.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossing.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
	Aberdeen	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
1 January	Caledonian	–	–	–	–	–	–	–	–	–	–	1	–	– John Mc Callum, run over and killed while trespassing on the line.
16 January	ditto	–	–	–	1	–	1	–	–	–	–	–	–	– Collision and broken axle. Passenger train leaving the Bishopton station came into collision with some mineral waggons which had just been thrown off the opposite line in consequence of an axle breaking. Guard of the mineral train injured.
5 April	ditto	–	–	–	–	2	4	–	–	–	–	1	–	– Boiler of an engine in the goods shed at the Greenock station exploded, killing an engine fitter and one labourer, and injuring four engine cleaners.
	Caledonian and Dumbartonshire Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Charlestown and Dunfermline.	–	–	–	–	–	–	–	–	–	–	–	–	Nil. (Private Railway.)
	Deeside	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
28 March	Dundee and Arbroath.	–	–	–	–	–	–	–	–	–	1	–	–	– Child, 2½ years old, ran through a wicket at a level crossing at Carmenstie just as a train was approaching, and was run over, and had one hand cut off by the wheels.
	Dundee and Perth and Aberdeen Railway Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or Injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
2 January	Edinburgh and Glasgow.	–	2	–	–	–	1	–	–	–	–	–	–	– Collision between a passenger and a goods train. Passenger train crossed from the Larbert branch of the Edinburgh and Glasgow line on to the Scottish Central main line, and ran into the goods train which was passing the junction at the time. Mr. and Mrs. Duncan, passengers, and A. Bankes, guard of the passenger train, injured.
6 June	Edinburgh, Perth, and Dundee.	–	–	–	–	1	–	–	–	–	–	–	–	– John Plenderleath, goods porter, while coupling a waggon to a train, was knocked down by some pieces of coal falling from the waggon, and was run over and killed.
	Forth and Clyde Navigation Company (Drumpeller Railway).	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	General Terminus and Glasgow Harbour.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
22 Feb.	Glasgow and Paisley Joint.	1	4	–	–	–	–	–	–	–	–	–	–	– Collision and broken axle. Caledonian train from Greenock ran into a Glasgow and South-western passenger train, which had been brought to a stand between Glasgow and Paisley in consequence of the breaking of an axle of one of the carriages. One passenger (a female killed, and four injured.
	Glasgow and South-western.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
12 April	Great North of Scotland.	–	–	–	–	–	–	1	–	–	–	–	–	– Donald Mac Donald, crushed between buffers and killed while incautiously shunting waggons at the Kitty Brewster station.
	Lanark Junction	–	–	–	–	–	–	–	–	–	–	–	–	Nil. (Private Railway.)
	Leven	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Monkland	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Morayshire	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	North British	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	St. Andrews	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
11 January	Scottish Central	–	–	–	–	–	1	–	–	–	–	–	–	– Collision before daybreak, near the Bannockburn station, by a Stirling and Dunfermline goods train running into a Scottish Central goods train, which was shunting some waggons near that place. Driver of the Stirling and Dunfermline train slightly injured.
	Scottish Midland Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Stirling and Dunfermline.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR SCOTLAND	1	6	–	–	3	7	1	–	–	1	1	–	

IRELAND.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
26 May -	Belfast and Ballymena	–	–	–	–	–	–	–	–	–	–	1	–	- - James Templeton, a deaf and dumb man, knocked down and killed whilst trespassing upon the line near Mossley.
	Belfast and County Down.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
10 March -	Cork and Bandon -	–	–	1	–	–	–	–	–	–	–	–	–	- - Passenger supposed to have fallen asleep, and waking after the train had passed the Ballinhasig station, for which place he had taken his ticket, jumped out, and was killed.
	Cork, Blackrock, and Passage.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Belfast Junction.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
19 Feb. -	Dublin and Drogheda	–	7	–	–	–	–	–	–	–	–	–	–	- - Collision. A goods train from Dublin ran into a passenger train which was standing at the Drogheda station, causing injuries to 7 passengers.
	Dublin and Kingstown	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dublin and Wicklow	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Dundalk and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
10 Jan. -	Great Southern and Western, Ireland	–	–	–	–	–	–	–	1	–	–	–	–	- - John Clarke, fireman, incautiously going along the engine of a passenger train in motion at the Limerick Junction station, fell and broke his leg.
1 Feb. -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	- - Laurence Sullivan, cattle drover, passenger travelling free of charge by a goods train, with cattle, attempting to get upon the train while it was in motion at the Roscrea station, and falling between the platform and the train, had one of his legs fractured by a waggon wheel passing over it.
8 Feb. -	- ditto - -	–	–	–	–	–	–	1	–	–	–	–	–	- - James Rogers, labourer, run over and killed while incautiously working on the line near the Newbridge station.
13 April -	- ditto - -	–	–	–	–	–	–	–	1	–	–	–	–	- - Michael Neil, fireman of goods train incautiously got upon the top of the coke in the tender, while the train was shunting at Dundrum and falling, had his left arm severed by wheels passing over it.
3 June -	- ditto - -	–	–	–	–	–	–	–	–	–	–	1	–	- - James Hayes, run over and killed while trespassing at the Buttevant station.
4 June -	- ditto - -	–	–	–	1	–	–	–	–	–	–	–	–	- - Andrew Houlihan, cattle drover, passenger by a cattle train, severely injured by jumping from the train whilst in motion.
	Irish South-eastern -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Killarney Junction -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
14 March -	Londonderry and Coleraine.	–	–	–	–	1	1	–	–	–	–	–	–	- - Engine of a passenger train ran off the line when passing round a curve near Derry, causing death to William Dixon the engine driver and injuries to William Crawley the stoker.
	Londonderry and Enniskillen.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Midland Great Western (Ireland.)	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newry and Enniskillen	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	Newry, Warrenpoint, and Rostrevor -	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
8 Feb. -	Ulster - -	–	–	–	–	–	–	1	–	–	–	–	–	- - Samuel Murphy, platelayer, run over and killed, while lying on the line at Cornakennegan in a state of intoxication.

Date of Accident.	NAME of RAILWAY.	Passengers killed or injured from Causes beyond their own Control.		Passengers killed or injured from their own Misconduct or want of Caution.		Servants of Companies or of Contractors killed or injured from Causes beyond their own Control.		Servants of Companies or of Contractors killed or injured from their own Misconduct or want of Caution.		Other Persons killed or injured in crossing at Level Crossings.		Trespassers.		Nature and Cause of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1855.														
23 April	Ulster—*cont.*	–	–	–	–	1	–	–	–	–	–	–	–	W. Carson, porter, accidentally struck by a piece of timber while he was assisting to unload a timber waggon at the Belfast station; spine injured. Died 6th May.
	Waterford and Kilkenny.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
20 March	Waterford and Limerick.	–	–	–	–	–	–	–	–	1	–	–	–	Man in a state of intoxication, crossing the line at the Newrath level crossing notwithstanding the attempt of the gatekeeper to prevent him, was run over and killed.
	Waterford and Tramore.	–	–	–	–	–	–	–	–	–	–	–	–	Nil.
	TOTAL FOR IRELAND	–	7	1	2	2	1	2	2	1	–	2	–	

GRAND TOTAL.

													Total killed and injured.	
	TOTAL:—												Killed.	Injured.
	ENGLAND AND WALES	2	94	6	3	13	13	42	14	14	1	22	7	99	132
	SCOTLAND	1	6	–	–	3	7	1	–	–	1	1	–	6	14
	IRELAND	–	7	1	2	2	1	2	2	1	–	2	–	8	12
	GRAND TOTAL	3	107	7	5	18	21	45	16	15	2	25	7	113	158

The following SUMMARY exhibits the Number of Persons Killed and Injured from all Causes on all the Railways in England and Wales, Scotland, and Ireland respectively, as reported to this Department during the half year ended 30th June 1855, together with the Total Number Killed or Injured in the corresponding half year of 1854.

Description of Persons.	England and Wales.		Scotland.		Ireland.		Total on all Railways during the half year ended 30th June 1855.		Total in corresponding Half Year of 1854.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers killed or injured from causes beyond their own control - -	2	94	1	6	—	7	3	107	3	72
Passengers killed or injured, owing to their own misconduct or want of caution - - -	6	3	—	—	1	2	7	5	4	3
Total number of Passengers killed or injured -	8	97	1	6	1	9	10	112	7	75
Servants of Company or of contractors killed or injured from causes beyond their own control	13	13	3	7	2	1	18	21	19	19
Servants of Company or of contractors killed or injured, owing to their own misconduct or want of caution - - -	42	14	1	—	2	2	45	16	36	20
Other persons crossing at level crossings - -	14	1	—	1	1	—	15	2	38*	5*
Trespassers - - -	22	7	1	—	2	—	25	7		
Grand Total -	99	132	6	14	8	12	113	158	100	119
Length of Railway open on the 30th June 1855 and on the 30th June 1854.	6,174 miles.		1,047 miles.		897 miles.		8,118 miles.		7,813 miles.	

* Trespassers were not distinguished from persons crossing at level crossings in the Return for the half year ended 30th June 1854.

A further ANALYSIS of the Accidents during the Half Year ended 30th June 1855 shows the Number of COLLISONS and other ACCIDENT to TRAINS in England, and Wales, Scotland, and Ireland respectively, with the Number of PERSONS KILLED or INJURED thereby.

ENGLAND AND WALES.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		Total Number of Passengers and Servants	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains	4	—	59	—	2	—	61
Collisions between Passenger Trains and other Trains or Engines	7	2	16	—	1	2	17
Passenger Trains or Portions of Trains getting off the Rails	3	—	1	—	—	—	1
Passenger Trains running into Sidings or off their proper Line through Points being wrong	4	—	5	—	—	—	5
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	3	—	—	1	2	1	2
Axles or Wheels of Carriages of Passenger Trains breaking	4	—	7	1	—	1	7
Couplings breaking	1	—	6	—	—	—	6
Bursting of the Boilers of Engines of Passenger Trains	1	—	—	—	2	—	2
TOTAL to Passenger Trains	27	2	94	2	7	4	101
Collisions between Goods and Mineral Trains	3	1*	—	1	—	2	—
Goods or Mineral Trains getting off the Rails	1	—	—	—	—		—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	1	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	1	—	—	—	—	—	—
Couplings breaking	1	—	—	—	—	—	—
Bursting of the Boilers of Engines of Goods or Mineral Trains	1	—	—	1	2	1	2
TOTAL to Goods and Mineral Trains	8	1*	—	2	2	3	2
TOTAL to all Trains	35	3	94	4	9	7	103

SCOTLAND.

Collisions between Passenger Trains	1	1	4	—	—	1	4
Collisions between Passenger Trains and other Trains or Engines	2	—	2	—	2	—	4
Passenger Trains or Portions of Trains getting off the Rails	—	—	—	—	—	—	—
Passenger Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	1	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—
TOTAL to Passenger Trains	4	1	6	—	2	1	8
Collisions between Goods and Mineral Trains	1	—	—	—	1	—	1
Goods or Mineral Trains getting off the Rails	—	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	1	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Goods or Mineral Trains	1	—	—	2	4	2	4
TOTAL to Goods and Mineral Trains	3	—	—	2	5	2	5
TOTAL to all Trains	7	1	6	2	7	3	13

IRELAND.

Collisions between Passenger Trains	—	—	—	—	—	—	—
Collisions between Passenger Trains and other Trains or Engines	1	—	7	—	—	—	7
Passenger Trains or Portions of Trains getting off the Rails	1	—	—	1	1	1	1
Passenger Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Carriages of Passenger Trains breaking	—	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Passenger Trains	—	—	—	—	—	—	—
TOTAL to Passenger Trains	2	—	7	1	1	1	8
Collisions between Goods and Mineral Trains	—	—	—	—	—	—	—
Goods or Mineral Trains getting off the Rails	—	—	—	—	—	—	—
Goods or Mineral Trains running into Sidings or off their proper Line through Points being wrong	—	—	—	—	—	—	—
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	—	—	—	—	—	—	—
Axles or Wheels of Goods or Mineral Waggons breaking	—	—	—	—	—	—	—
Couplings breaking	—	—	—	—	—	—	—
Bursting of the Boilers of Engines of Goods or Mineral Trains	—	—	—	—	—	—	—
TOTAL to Goods and Mineral Trains	—	—	—	—	—	—	—
TOTAL to all Trains	2	—	7	1	1	1	8

* Cattle Drover, passenger, by a Goods Train, got into the break van and meddling with the break-handle caused a collision resulting in his own death.

GRAND TOTAL of COLLISIONS and other ACCIDENTS to TRAINS in England and Wales, Scotland, and Ireland, and Number of Persons killed and injured thereby, during the Half Year ended 30th June 1855.

	Number of Accidents.	Number of Passengers		Number of Servants of Companies		TOTAL NUMBER of Passengers and Servants	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between Passenger Trains	5	1	63	–	2	1	65
Collisions between Passenger Trains and other Trains, or Engines	10	2	25	–	3	2	28
Passenger Trains or Portions of Trains getting off the Rails	4	–	1	1	1	1	2
Passenger Trains running into Sidings or off their proper Line, through Points being wrong	4	–	5	–	–	–	5
Axles or Wheels or Machinery of Engines attached to Passenger Trains breaking or getting out of Order	3	–	–	1	2	1	2
Axles or Wheels of Carriages of Passenger Trains breaking	5	–	7	1	–	1	7
Couplings breaking	1	–	6	–	–	–	6
Bursting of the Boilers of Engines of Passenger Trains	1	–	–	–	2	–	2
TOTAL to Passenger Trains	33	3	107	3	10	6	117
Collisions between Goods and Mineral Trains	4	1*	–	1	1	2	1
Goods or Mineral Trains getting off the Rails	1	–	–	–	–	–	–
Goods or Mineral Trains running into Sidings or off their proper Lines through Points being wrong	1	–	–	–	–	–	–
Axles or Wheels of Engines attached to Goods or Mineral Trains breaking	–	–	–	–	–	–	–
Axles or Wheels of Goods or Mineral Waggons breaking	2	–	–	–	–	–	–
Couplings breaking	1	–	–	–	–	–	–
Bursting of the Boilers of Engines of Goods or Mineral Trains	2	–	–	3	6	3	6
TOTAL to Goods and Mineral Trains	11	1	–	4	7	5	7
GRAND TOTAL to all Trains	44	4	107	7	17	11	124

* Cattle Drover, who caused a collision and his own death by improperly meddling with the break-handle of a van attached to a portion of a Goods Train which was standing on the Lichfield incline.

Note.—One accident in England, and two in Scotland, under the heads of Axles or Machinery, are also given under the heads of Collisions; the first-named three accidents occurring previous to, and leading to, the collisions.

TABLE showing the CLASSES of ACCIDENTS to Servants of Companies or of Contractors in England and Wales, Scotland, and Ireland respectively, during the Half Year ended the 30th June 1855.

ENGLAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signalmen.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	1	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	3
Trains or Engines getting off Rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	2	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	2
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Run over while shunting Trains	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	1	–	–	–	2	1
Run over or struck while properly performing other Duties	1	–	1	–	–	1	1	–	–	–	–	–	–	–	–	–	1	1	2	–	6	2
Boiler Explosions	–	2	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	–	1	4
Struck against Bridge which was too close to the Rails	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Total	1	4	4	1	1	5	2	–	–	1	–	–	–	1	–	–	2	1	3	–	13	13
From want of Caution or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	1	–	1	–	1	3	2	–	–	–	–	–	–	–	–	1	–	–	–	4	5
Run over while crossing Railway	1	–	–	–	–	–	2	–	2	–	2	1	1	–	3	1	2	–	5	1	18	3
Run over while shunting Trains	–	–	1	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	2	2
While incautiously working on the Line	–	–	–	1	–	–	–	–	–	–	–	–	–	–	3	1	1	–	1	–	5	2
Attempting to get upon or off Engines or Carriages in motion	–	–	1	1	–	1	1	–	2	–	1	–	–	–	1	–	1	–	4	–	11	2
Struck against Bridges	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Total	2	1	3	3	–	3	7	3	4	–	3	1	1	–	7	2	5	–	10	1	42	14
Grand Total	3	5	7	4	1	8	9	3	4	1	3	1	1	1	7	2	7	1	13	1	55	27

SCOTLAND.

	Engine Drivers.		Fireman.		Guards and Breaksman.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		TOTAL.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	1	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Trains or Engines getting off rails	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or crushed between Buffers while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1*	–	1*	4*	2	4
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	1	–	–	–	2	1	–	–	–	–	–	–	–	–	–	1	–	1	4	3	7
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Attempting to get upon or off Engines or Carriages in motion	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
Grand Total	–	1	–	–	–	2	1	–	–	–	–	–	–	–	–	–	2	–	1	4	4	7

* Engine-fitter and One Labourer killed, and Four Engine-cleaners injured, by one explosion.

IRELAND.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trains or Engines getting off Rails	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while shunting Trains	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over or struck while properly performing other Duties	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Boiler Explosions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	1	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2	1
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Run over while crossing Railway	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	1	–
Run over while shunting Trains	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
While incautiously working on the Line	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–
Attempting to get upon or off Engines or Carriages in motion	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–		–	–	–	–	–	1
Struck against Bridges	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	–	–	–	2	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	–	2	2
Grand Total	1	–	–	3	–	–	1	–	–	–	–	–	–	–	1	–	1	–	–	–	4	3

GRAND TOTAL of ACCIDENTS to Servants of Companies or of Contractors in England and Wales, Scotland, and Ireland, during the Half Year ended 30th June 1855.

	Engine Drivers.		Firemen.		Guards and Breaksmen.		Porters.		Policemen.		Gatemen and Signal men.		Switchmen.		Platelayers.		Labourers.		Miscellaneous.		Total.	
	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.	Kd.	Injd.
From Causes beyond their own Control, viz. :—																						
Collisions	–	1	1	–	–	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	6
Trains or Engines getting off Rails	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1
Trains running into Sidings or off their proper Line, through Points being wrong	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Axles or Machinery breaking	–	2	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	2
Run over or crushed between Buffers, while coupling or uncoupling Carriages or Waggons	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Run over while shunting Trains	–	–	–	–	–	–	1	–	–	1	–	–	–	–	–	–	1	–	–	–	2	1
Run over or struck while properly performing other Duties	1	–	1	–	–	1	3	–	–	–	–	–	–	–	–	–	1	1	2	–	8	2
Boiler Explosions	–	2	–	1	–	–	–	–	–	–	–	–	–	1	–	–	1	–	2	4	3	8
Struck against Bridges	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–
Total	2	5	4	2	1	7	4	–	–	1	–	–	–	1	–	–	3	1	4	4	18	21
From want of Caution, or Misconduct, viz. :—																						
Collisions	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Crushed between Buffers, or run over while coupling or uncoupling Carriages or Waggons	–	1	–	1	–	1	3	2	–	–	–	–	–	–	–	–	1	–	–	–	4	5
Run over while crossing Railway	1	–	–	–	–	–	2	–	2	–	2	1	1	–	4	1	2	–	5	1	19	3
Run over while shunting Trains	–	–	1	1	–	1	1	1	–	–	–	–	–	–	–	–	1	–	–	–	3	3
While incautiously working on the Line	–	–	–	1	–	–	–	–	–	–	–	–	–	–	3	1	2	–	1	–	6	2
Attempting to get upon or off Engines or Carriages in motion	–	–	1	2	–	1	1	–	2	–	1	–	–	–	1	–	1	–	4	–	11	3
Struck against Bridges	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–
Total	2	1	3	5	–	3	7	3	4	–	3	1	1	–	8	2	7	–	10	1	45	16
Grand Total	4	6	7	7	1	10	11	3	4	1	3	1	1	1	8	2	10	1	14	5	63	37

BOARD OF TRADE, Whitehall, 27th July 1855.

JAMES BOOTH.

LONDON :
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

533

FURTHER CORRESPONDENCE

BETWEEN THE

LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE

AND THE

SOUTH STAFFORDSHIRE RAILWAY COMPANY,

RELATIVE TO THE

COLLISION

Which occurred between Two Passenger Trains, on the 21st May 1855,

AT THE

DUDLEY STATION OF THE SOUTH STAFFORDSHIRE RAILWAY.

Presented to both Houses of Parliament by Command of Her Majesty,
August 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

FURTHER CORRESPONDENCE between the LORDS of the COMMITTEE OF PRIVY COUNCIL FOR TRADE and the SOUTH STAFFORDSHIRE RAILWAY COMPANY, relative to the COLLISION which occurred between Two Passenger Trains on the 21st May 1855, at the Dudley Station of the South Staffordshire Railway.

32, *Great George Street, Westminster,*
July 5, 1855.

SIR, South Staffordshire Railway.

I AM instructed to inform you, that your letter of the 20th instant, on the subject of the recent accident at Dudley Station, has been under the serious consideration of this Board, who have received a report on the subject from their engineer, which induces this Board to solicit an interview with the Board of Trade.

The deputation from this Company is to consist of R. C. Chawner, Esq., the chairman, Lord Alfred Paget, and Charles Forster, Esq., M.P., who instruct me to say, they should be glad to have such interview on the afternoon of Monday next, if convenient to the Board of Trade, or at any other time, of which be pleased to apprize me.

I have, &c.
T. J. BUCKTON.
Secretary.

Captain Galton, R.E.
&c. &c.

Railway Department, Board of Trade,
Whitehall, July 6, 1855.

SIR,

IN reply to your letter of the 5th instant, requesting an interview for a deputation from the South Staffordshire Railway Company, on the subject of the recent accident at the Dudley Station, I am directed by the Lords of the Committee of Privy Council for Trade to inform you that they will be glad to receive the deputation at two o'clock on Monday next.

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

The Secretary of the
South Staffordshire Railway Company.

Great George Street, Westminster,
July 9, 1855.

South Staffordshire Railway.

SIR,

I AM instructed to enclose copy of a report of the engineer and lessee of this Company, addressed to this Board, dated the 7th instant, in reference to the communication from the Board of Trade of the 20th ultimo, upon the recent accident at Dudley Station; which, in the opinion of the Directors, contains a full answer to such communication.

I have, &c.
T. J. BUCKTON,
Secretary.

Captain Douglas Galton, R.E.
Secretary, Railway Department,
Board of Trade.

(Enclosure.)

REPORT to the Secretary of the South Staffordshire Railway, relative to the Collision between Two Passenger Trains, which occurred on the 21st May 1855, at the Dudley Station, by J. R. McClean, C.E.

To the Secretary of the South Staffordshire Railway.

17, *Great George Street, Westminster,*
July 7, 1855.

SIR,

IN compliance with the wishes of the Board that an explanation should be given of the circumstances connected with the accident which took place at Dudley, on the 21st May last, referred to in Colonel Yolland's report and the Board of Trade's letter of the 20th ulto., I now beg to lay before the Directors a statement of the facts of the case, with such remarks as a fair consideration of my own interest, as lessee, appears to require.

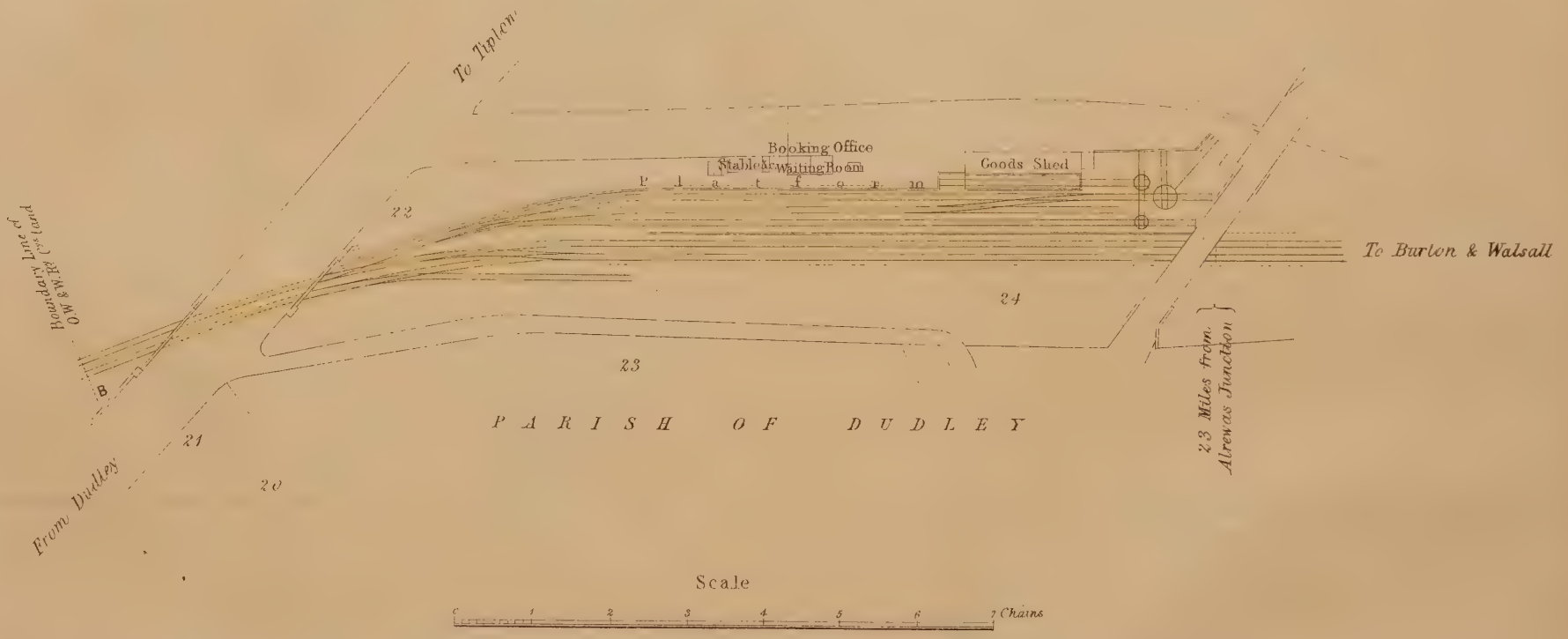
The facts of the case are these: The accident occurred solely in consequence of the gross carelessness of the signalman, and this view is confirmed by the decision of the magistrates, which imposed a penalty of 5*l.* on him; indeed, Colonel Yolland himself makes this quite clear, as he in his report states: "The consequence of showing the 'all right' signals in both directions, to the "in-coming and out-going trains, said to be travelling at the rate of from "four to eight miles an hour, was that they came into violent collision on "the single line of rails just below the over bridge." Such being the facts, there could not be any difference about them, between Colonel Yolland and me, nor would there now be any complaint on my part, if he had confined himself to what actually occurred; but his report proceeds with statements inconsistent with his previous conclusion, and with inferences which the facts of the present case will not justify, and which experience on other lines wholly contradicts. Colonel Yolland's report is calculated to injure me, as lessee of the railway, by inducing the public to imagine that there is a greater amount of danger at the Dudley Station than there is at stations on other lines of railway, and that special arrangements are required for working into and out of it. The report assumes, that there is only a single line of railway at the Dudley Station, and that it is necessary to work over it with a pilot engine, or by other means, which have, of necessity, been in some cases adopted for safety on single lines, but not elsewhere, and upon this presumed necessity he constructs charges against the management of the railway which are most unjust. The portion of railway, used as a single line, over which the traffic into and out of the station passes, is only about 60 yards in length, and is used exactly in the same manner as a through road, and that, only because the position of the station does not admit of any other system. In short, there is no justification for treating it as a single line, and I have no hesitation in stating, as a practical engineer of many years' experience, that the plan hitherto adopted is not only the most convenient, but also that which offers the greatest security to the public. Equally without foundation, as I shall proceed to show, are the other injurious allegations.

Immediately after the accident in October last, the recommendations of the Board of Trade as to the signals were carried out, and, in addition to those recommendations, a distant signal was placed upwards of 400 yards from the over bridge, which, on an ascending incline of 1 in 60, is a length on which a train may be easily stopped before reaching the portion of the line common to the two systems. By this arrangement, and by the aid of the telegraph, which signals every train going down the incline, and a bell which rings for the arrival of the train at the station, it is impossible for a collision to take place, unless through gross inattention to signals, or in consequence of the wrong signals having been shown. The first accident referred to in the report to the Board of Trade arose from the inattention of the engineman to the signals shown, and the last from the neglect of the signalman; and it must be observed, that at every junction, or station where the traffic of any railway is worked across the main line, there is a similar liability to accident, and the coincidence of the two casualties having occurred at the same spot does not affect the argument, since everything must necessarily depend on the personal caution of enginemen and signalmen, supervision, and on a scrupulous attention to rules. The "single line" referred to is not more liable to accident than the crossing of any main line, which is, necessarily, attended with a certain amount

To accompany
Mr Mc Clean's
Report

SOUTH STAFFORDSHIRE RAILWAY

DUDLEY STATION.



Day & Son Lith.rs to the Quee

SOUTH STAFFORDSHIRE RAILWAY.

DUDLEY STATION.

Nº 2.

To accompany Mr Mc Clean's Report.

SOUTH STAFFORDSHIRE RAILWAY.

DUDLEY STATION.

PLAN OF THE EXISTING STATION.

of danger, as there are no mechanical means of working it independent of human agency, and the safety of the line must, in such cases, depend altogether upon the steadiness and attention of the signalmen. At the Birmingham Station, the whole of the Stour Valley trains cross the main line which descends through a tunnel at an inclination of 1 in 75, and so long as signals are properly given and attended to, there is no possibility of an accident. The safety of the trains on the Great Western Railway, passing in and out of the Slough and other Stations, is, in like manner, in the hands of the signalmen, and we know there are, on that line, express trains running at the rate of fifty miles an hour. It must also be remembered, that the Dudley Station is the terminus of our line, and that the portion of the main line, worked as a single line, is not liable to any casualty from through trains. Colonel Yolland appears to admit the dependence for safety upon personal supervision, for he remarks, that " two men were unnecessarily employed to do the *duty of one*," and to this (the fruit of extra caution on our part) he attributes the accident.

The plan proposed by the Board of Trade as to working with a pilot-man and staff, received, when first communicated to us, the very careful consideration of the general manager and his assistant and the traffic manager and myself, and was unanimously deemed likely, if not certain, to be a fruitful source of danger, on account of this plan necessarily involving the stopping of all trains on the incline, and because one man could not attend to *all* the trains.

The statement that a double line of rails was sanctioned by the Board of Trade, but that the lessee, by his method of working, has converted it into a single line of railway, is also wholly inaccurate, as is shown by the accompanying plan, No. 1, which represents the position of the lines of railway as originally laid down under the sanction of the Board of Trade, and from which it will be perceived, that the whole traffic, both of goods and passengers, had (as at present) to pass over a single line, and that it was impossible to work it in any other way over the land then in the possession of the Company. The difficulty arose, not from any parsimony on my part, or on the part of the Company, but from a clause in their Act, which prevented us from taking any of the land belonging to the Oxford, Worcester, and Wolverhampton Company, without their consent; this was withheld for a long time, but immediately after the Oxford, Worcester, and Wolverhampton Company granted a small portion of the land, it was at once rendered available, at an expense of many thousand pounds, for passenger traffic; the land, however, was not of sufficient extent to enable us to abandon the system of working both the " up " and the " down " traffic over the same line of rails. The South Staffordshire Company then endeavoured to purchase five acres of land from an adjoining proprietor, but were not able to do so, owing to their not having compulsory powers. The Company, however, adopted the only mode of lessening the inconvenience, that is to say, they constructed (again at considerable expense) a tunnel under the turnpike road, for the purpose of giving a communication with the goods yard without passsing over the main line. The enclosed Plan No. 2., shows the present station, and by comparing it with the condition of the original line and station, as approved by the Board of Trade, (when the goods and the passenger trains were all on one siding,) it will be evident, that a large extra amount of facility has since been provided for the traffic, in fact it proves the anxiety we have all along felt to provide every accommodation, within the powers of our Act of Parliament. The Directors will also perceive, from the foregoing statements, that in consequence of the station being surrounded by land, over which the Company have no control, it is physically impossible to work the traffic into and out of the station, except over a common line of rails, and that, therefore, the question between me and Colonel Yolland is *not* a mere question of expense, as is stated in his report.

But so far from the Directors not having, as he represents, taken any steps to afford additional accommodation, and for carrying out the wishes of the Board of Trade, they have actually a Bill in Parliament, and now before a Committee of the House of Lords, to empower them, compulsorily, to purchase the land formerly agreed for, and also to use, jointly with the Oxford, Worcester, and Wolverhampton Company, the land belonging to that Company.

The general manager, who devotes himself principally, and the assistant manager, who devotes his time exclusively, to the passenger traffic, have, in consequence of the strong remarks of the Lords of the Committee of Privy

Council, altered the mode of working, in accordance with the commands of their Lordships; but they have, in so doing, acted contrary to their own convictions, founded upon long experience of the nature and requirements of the traffic, both on this and other railways. They have also, as before stated, acted contrary to my views, both as lessee and engineer, and to the opinion of the goods manager, who formerly worked the Gloucester Station of the Midland Railway for many years.

Under such circumstances, it becomes a question how I am to act; and to this question I must beg the Directors to have the goodness at once to address themselves, for my guidance in my present painful position.

The line has practically ceased to be under my control, either as engineer, or as lessee, and is worked under the direction of the Board of Trade, and yet, in the event of an accident, I shall incur all the odium of the public, and must be responsible for all the damage which may occur. It is a peculiar hardship upon me, as on other lines of railway the damage is paid out of the dividends of many shareholders, whilst in the present case it falls exclusively upon me as lessee.

I must, therefore, prefer a request that you will submit this report and the accompanying plans, to some practical engineers and general managers acquainted with railway traffic. No one will submit more cheerfully to the inspection of the Board of Trade, or attend more readily to its suggestions, than I shall, if the inspecting officer would acquaint himself with the mode of conducting railway traffic, and would hear the parties concerned, before he condemns them; but I must protest, in the strongest manner, against the unjust attack which has now been made, without either one of the Directors or myself having been examined, or heard. The tone and spirit of the report (already published in the local journals) are manifestly prejudicial to my interests, and will most seriously affect me in the cases of compensation now pending in the courts of law, at the suit of the parties who were injured by one of the accidents in question.

It is surely contrary to every principle of justice, and also to the usual course, to print in the middle of the session, and not as one of a series, but by itself, a report on our line, and to allow it, wholly unsupported as it is by facts, to be published to Parliament and the world, before our answer to, or observations on it, have been, or could have been sent to the Board of Trade. It is certain to be used by counsel against me in the now pending actions, and standing, as it does, without answer or explanation, it must be most injurious to my interests.

Instead of stating the simple fact, that the accident was wholly caused by the neglect of the signalmen, as acknowledged by the magistrate, the writer of the report uses his position to make a direct attack on me as lessee; and that, without having heard my evidence, or explanation; and the fact of the two men having been at the signals, instead of one (which is surely not any indication of undue economy of working), is converted into a charge of culpable mismanagement.

If the instructions for working the line are hereafter to emanate from the Board of Trade, and if I am to continue to act on those already received from them, I most respectfully suggest, that the Directors will use their influence to have practical men, traffic managers, as well as engineers, specially appointed, to consider whether the regulations and plans prepared by that Board are proper, or safe; for it is only by these means, that I and those who may be in a similar position to myself can be relieved from the public responsibility and the pecuniary risk to which we are now liable, whilst acting under instructions, the necessity for which we cannot admit, the advantage of which we cannot perceive, and the danger of which, in the present instance at least, we are most seriously impressed with.

I am, &c.
J. R. M^cClean.

Railway Department, Board of Trade,
Whitehall, July 13, 1855.

Sir,

I have been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 9th instant, transmitting a copy of a report addressed by Mr. M^cClean to the Directors of the South Staffordshire Railway on the subject of the letter from this department of the 20th ultimo, and of Colonel Yolland's report on the accident

which occurred at Dudley on the 21st May 1855, and stating that, in the opinion of the Directors, that report contains a full answer to the above-mentioned communication from this department.

My Lords have referred your letter and its enclosure to Colonel Yolland, and I am directed to forward to you the enclosed copy of that officer's remarks thereon. My Lords consider that these remarks afford generally a very sufficient reply to Mr. M^cClean's communication, and they would have been glad to have felt themselves justified in allowing the matter to rest here; but the tone of Mr. M^cClean's report, and the fact that the Directors of the South Staffordshire Railway Company forward it as their only reply to the letter from this department of the 20th ult. precludes my Lords from adopting such a course.

In the first place, as regards the complaint made by the lessee, that it was unjust in my Lords to lay their inspecting officer's report before Parliament in the middle of the session, I am to observe that ever since the beginning of 1854 it has been customary to present these reports to Parliament as soon after they have been received as practicable, and that this course has been adopted with the view of giving as much publicity as possible to these reports.

My Lords cannot depart from this course upon the grounds urged that the information contained therein will be used in actions for compensation; they can only regret that the mode of working which has been adopted on the portion of the South Staffordshire Railway in question has rendered the Company open to the remarks of their inspecting officer.

With respect to the statement that the line has ceased practically to be under the control of the lessee, and is now worked under the direction of the Board of Trade, I am to observe that, in my letter of the 20th ultimo, my Lords called upon the Company either to restore the arrangements for working the line to what they were when it was originally inspected, or to adopt some other of the modes of working that are generally used on single lines. There were, therefore, at least, more than two modes of working suggested, and it was left to the discretion of the lessee to adopt whichever of the modes he preferred.

My Lords do not doubt but that any one of these modes would have limited the traffic, but they cannot admit a limitation of traffic to be a sufficient objection to a mode of working called for in the peculiar circumstances of a dangerous portion of railway.

At the time when my letter was written my Lords had not gone very fully into the question as to how far the construction of the line had been altered from that which was originally approved, as they could not suppose that the South Staffordshire Railway Company had opened a portion of railway for passenger traffic without complying with the Acts for the regulation of railways.

But in consequence of the remarks in Mr. M^cClean's letter my Lords have examined very fully the plans of the line, and communicated with Colonel Wynne, the officer who originally inspected the portion of the South Staffordshire Railway between Walsall and Dudley, and it now appears that the Company have removed their passenger platform from the place where it was originally situated on the east side of the bridge to a position on the west side of the bridge, and have opened a new portion of railway to connect this new passenger platform with the line as originally opened, but the Company have never given the notices of their intention to open this new portion of railway required by the Act 5 & 6 Vict. c. 55, ss. 4 and 5, and they have therefore rendered themselves liable to a penalty of 20*l.* a day for every day during which this portion of railway has been used for passenger traffic.

Under these circumstances, and since the lessee takes exception to the particular mode of working which he has himself selected out of those suggested in my letter of the 20th ult., and since he implies that this Department must be responsible for any accident which may occur, I am instructed to inform you that my Lords can only consider it consistent with their duty to abstain from enforcing the penalties to which the Company, by their violation of the law, have rendered themselves liable, provided that the double line shall be at once used for the passenger traffic, and that the trains departing from Dudley shall no longer be worked over the portion of the arrival line which they now traverse.

My Lords are aware that these arrangements may interfere with the goods traffic, but they cannot allow any considerations of this nature to interfere with the question of the safety of the public, and if the accommodation is not sufficient for both descriptions of traffic, the goods traffic must be discontinued

until sufficient accommodation has been provided for it to be worked with safety.

My Lords, therefore, request that the South Staffordshire Railway Company will signify, with the least possible delay, the course which they intend to pursue, in order that their Lordships may decide upon the steps which it may be incumbent on them to take in the matter.

I am, &c.

The Secretary to the
South Staffordshire Railway Company.

Douglas Galton,
Captain Royal Engineers.

(Enclosure.)

Railway Department, Board of Trade,
1, Parliament Street, July 12, 1855.

Sir,

I herewith return the enclosed letter of the 9th instant from the Secretary, covering a printed report addressed by the Lessee to the Directors of the South Staffordshire Railway Company, dated the 7th instant, in which complaint is made at great length of the tenor of my report of the 15th ultimo, as containing "most unjust and unfounded" charges against the management of that railway. I shall proceed to examine whether Mr. M^c^Clean has sufficient grounds for making such a complaint, or the Directors of the South Staffordshire Railway for adopting it, as an answer to my report of the 15th June.

In my report of the 15th November I stated that "the passenger traffic "between Dudley and Dudley Port on the South Staffordshire Railway was "carried on in a peculiar manner," and that such peculiarity had not I believed "come under the cognizance of any of the inspecting officers of the Railway "Department of the Board of Trade, in consequence of alterations made about "the beginning of the year 1854:" that it consisted in causing (according to Mr. M^c^Clean's own report), all "the traffic into and out of the station" to pass over a "single line of rails of about 60 yards in length," though the actual amount of traffic passed over the single line was not stated to me, when I made my inquiries on the 2d November, and I was then led to believe, and to represent, that only a portion of the in and out traffic passed over the single line, still I felt it necessary to suggest that the "attention of the Directors of "the South Staffordshire Railway Company should be specially called to "the mode of conducting the traffic to and from the Dudley platform, "over a steep incline and on a sharp curve, since it is, in my opinion highly "objectionable and dangerous, unless the usual arrangement for single lines "be followed, of carrying a pilotman or staff on every train, that passes over "the single line of rails," and by your letter of the 20th November, addressed to the Secretary of the South Staffordshire Railway Company, the particular attention of the Directors of that Company was drawn to my report, with a request from their Lordships, "that some altered arrangement should be adopted as regards the conduct of the traffic to and from the platform at Dudley."

No reply to this communication was ever received from the Directors of the South Staffordshire Railway Company, but its receipt was acknowledged on the 22d November by the General Manager (Mr. J. D. Payne) for the Lessee of the line; no exception was taken to the perfect accuracy of my report, but it is said that "the working of the traffic from the platform at Dudley shall have the most serious attention of the Lessee."

But that portion of my report of the 15th June, to which Mr. M^c^Clean particularly objects, is entirely founded on the previous report of the 15th November, and to the admission that "nothing had been done towards altering "the mode of conducting the traffic in and out of the Dudley yard, or towards "adopting the regulations which are essential for the public safety on single "lines." I made that statement on the authority of the General Manager of the line, and I added his and Mr. Stileman's (Mr. M^c^Clean's partner, but not in the Lesseeship) explanations, why such regulations were not adopted, and on what grounds the single line under the bridge continued to be used. If the evidence of the General Manager be incorrect, my conclusions will be erroneous, and when the inaccuracy is pointed out and proved, I shall be quite prepared and most willing to correct any statement I may have made, and to modify any deductions I may have drawn from such inaccuracies, if any exist; but Mr. M^c^Clean's report does not contain a single denial of any fact that I mentioned, so that I submit that, I believe I have drawn fair and impartial

inferences from the data supplied to me. After making inquiries into the circumstances connected with the accident on the 29th October, I carefully examined the reports of the inspecting officers of the Railway Department and prior to writing my report of the 15th June, I made inquiry of Lieutenant Colonel Wynne and Captain Galton, as to the extent they had respectively inspected of the South Staffordshire Railway, and from their reports and replies, I felt satisfied that neither of those officers had inspected the vicious arrangement of crowding the whole of the in and out traffic, over a single line of about 60 yards in length on a steep incline, under the bridge carrying the turnpike road, into the present Dudley yard, where trains proceeding in opposite directions cannot see each other until they enter on this single line, short as it is: and I was convinced, but had not then positive proof, that the portion of the line between the east side of the bridge and the present Dudley platform, although it might have received the sanction of Parliament as a double line, had not been inspected by an officer of this department, after due notice of the intention to open had been given on the behalf of the Company: but as I was sensible that the circumstances of the case, which I have already detailed, bore exceedingly hard against the Directors and management of the South Staffordshire Railway, I did not call the attention of their Lordships to this fact, but contented myself with saying, that, "It is quite certain that the arrangements adopted by the "Lessee of the South Staffordshire Railway for working the traffic, never received "the sanction of any of your inspecting officers; and had it been known at the "time the line was inspected, that any such arrangements would be adopted, it "is also certain their Lordships would not have consented to this portion of the "line being opened for public traffic. A double line of rails was sanctioned, "but the Lessee of the South Staffordshire Railway by his method of working, "has virtually converted it into a single line of railway, at a very dangerous "part, close to Dudley Station; and the Directors of the South Staffordshire "Railway Company apparently take no steps to lessen the evil."

Now, at the interview which a deputation from the Directors of the South Staffordshire Railway Company had with the President of the Board of Trade on the 9th inst., the Plan No. 1., referred to in Mr. M°Clean's report, was handed in, showing the original terminus of the Dudley Station to be situated east of the bridge, and also the arrangements and extent inspected by Lieutenant Colonel then Captain Wynne, of the line between Walsall and Dudley, and Captain Galton's subsequent inspection embraced the short branch line connecting the South Staffordshire with the Stour Valley Railway at Dudley Port, which branch commences more than half a mile south of the bridge already referred to. Additional proof was thus afforded, that the "highly objectionable and dangerous" piece of single line of railway, particularized in my two reports of the 15th November and 15th June had been used for carrying the public traffic into a new station at Dudley, situated west of the bridge, without any notice of any intention to open such portion of railway having ever been given on the part of the Company, and without the sanction of the Lords of the Committee of Privy Council for Trade having been obtained for opening it.

Mr. M°Clean states that I have "assumed" that there is only a single line "of Railway at the Dudley Station, and that it is necessary to work over it with "a pilot engine or by other means, which have, of necessity, been in some cases "adopted for safety on single lines, but not elsewhere, and upon this "presumed necessity, he constructs charges against the management of the "railway which are most unjust." Now I have related the simple facts concerning the single line, and they have not been contradicted, but I have made no assumptions whatever. I pointed out that, unless the usual arrangements for single lines were followed, the particular method of conducting the traffic over it would, in my opinion, prove "highly objectionable and dangerous." Has it or has it not been found so since my report of the 15th November was written? Is not the accident of the 21st May a sufficient reply? I have not said that it was "necessary to work over it with a pilot engine." I admit of no such "necessity," but I maintain that the through traffic to and from the *present* Dudley platform should be worked over the *two lines* which pass under the bridge, instead of over *one line;* and if the excuse be still urged, that the amount of the goods traffic is so great as not to admit of this being done, I can only say, that, in my opinion, the *safety* of the *public* should *not* be

so *continuously endangered* because the South Staffordshire Railway Company or their Lessee *have failed, no matter from what cause*, to provide the necessary accommodation, or have not made proper arrangements for disposing of their goods traffic at Dudley.

Exception has also been taken at my having said that it was merely a question of expense. Mr. M^c^Clean says, "the Company had already adopted the only "mode of lessening the evil, that is to say, they constructed (again at consi- "derable expense) a tunnel under the turnpike road, for the purpose of giving a "communication with the goods yard without passing over the main line." Now, as permission or power to make a tunnel had either been granted or been obtained, if not on the question of expense, how was it that this tunnel was not made for a *double* instead of a *single* line of rails, with *proper communications* to all parts of the goods yard? since, if that had been done, the alleged necessity for absorbing the second main line under the bridge, for shunting goods waggons, &c., would have been entirely avoided, and the "evil" been entirely done away with, instead of being only "lessened."

Mr. M^c^Clean further states that, "he must protest, in the strongest manner, "against the unjust attack which has now been made, without either one of the "Directors or himself having been examined, or heard"; and again, "instead of "stating the simple fact, that the accident was wholly caused by neglect of the "signalmen, as acknowledged by the magistrate, the writer of the report uses "his position to make a direct attack on me as Lessee, and that without having "heard my evidence or explanation, and the fact of the two men having been "at the signals, instead of one, (which is surely not an indication of undue "economy of working) is converted into a charge of culpable mismanagement "on my part." On this I beg to remark, that on both occasions I gave formal notice to the General Manager of the Lessee, of my intention to proceed to Dudley to make inquiry; and on the last I wrote, on the 26th May, to name the 30th May, as the day on which I would inquire into the circumstances connected with the accident of the 21st May; and had I been informed that the day appointed would be inconvenient either to Mr. M^c^Clean or to Mr. Payne, I would have named another; but when I attended at Dudley, Mr. Payne apologized to me for Mr. M^c^Clean's unavoidable absence, and after my return to London I wrote and requested that Mr. Stileman would have the goodness to call on me at the Board of Trade, as I wished to receive verbal explanations from him, in addition to certain documents and a plan of the station which had been prepared at my request. I told him then most explicitly, that I entertained very unfavourable opinions of the management, and after seeing him and hearing all he had to say I wrote my report on the following day, the 15th; but hearing from Captain Galton that Mr. M^c^Clean had just called on him, and was anxious to see me before I sent it in, a note was sent by Captain Galton to Mr. M^c^Clean's office, saying that I was then at the Board of Trade, and could be seen, but no reply was received. Mr. M^c^Clean also informed Captain Galton, that he never interfered with the management of the railway, but left it entirely to the General Manager; and as I had already seen that gentleman, and heard his explanation, I considered there was no necessity for delaying my report to hear the personal statement of Mr. M^c^Clean, who had admitted that he left the entire management to another person.

As regards the employment of two signalmen to do the work of one, I designated the act as it deserved, as one of "mismanagement," but I did not make use of the term "culpable;" and with all Mr. M^c^Clean's experience as a practical engineer, he does not appear even yet to be aware that it is conducive to the public safety to make one man responsible rather than to allow him to share the responsibility with another. The signalman in charge of the east side of the bridge, informed me that he preferred to do the duty that was required of him, rather than to have an assistant; and I satisfied myself that it was not hard work for one man.

It is undeniable that signalmen, drivers, and others will frequently neglect or incorrectly perform their duty, and thus subject the public travelling on railways to unnecessary though unavoidable danger; but they certainly need not be further exposed to the almost inevitable danger arising from such a vicious method of conducting the traffic as that followed at Dudley.

Mr. M^c^Clean states, that "At the Birmingham Station the whole of the "Stour Valley trains cross the main line, which descends through a tunnel at an

" inclination of 1 in 75, and so long as signals are properly given and attended " to there is no possibility of an accident." The allusion to this station is unfortunate, since I find that in a report of Captain Galton's, dated the 24th March 1852, he says, " An electric telegraph is in operation between the station at " Navigation-street and the north end of the tunnel, which is to be worked " under the following regulations, viz., that every train arriving from Wolver- " hampton is to stop at the ticket platform, and not to be allowed to proceed " until a notice shall have been received by the signalman from the station, to " the effect that the line is clear for the reception of the train."

I do not remember the particulars of the Slough Station, but I imagine that at that and other stations referred to by Mr. M^cClean, trains proceeding in opposite directions on the same line would, in all probability, be enabled to see each other at a considerable distance, instead of only about "60 yards" apart, and then, even if signals were incorrectly shown, there would still be some chance of avoiding a serious collision.

In conclusion, I must observe, with reference to the conviction of the assistant signalman, that Mr. Stileman told me that at the hearing of the case a plan was produced to show that there was a *double line of railway under the bridge*, in order to counteract the effect of a report which had reached the magistrate, that only a single line was in existence; but he did not say whether he had informed the magistrate, that for the practical purposes of the through traffic, the second line might as well not have been there.

I have, &c.

W. Yolland,

To Captain Galton, R.E. *Lieut.-Colonel Royal Engineers.*
&c. &c.

South Staffordshire Railway,
Lichfield, July 27, 1855.

Sir,

I am directed by this Board to state to you, for the information of the Lords of the Committee of Privy Council for Trade, that your letter of the 13th inst., with Colonel Yolland's report of the 12th, has been under its attentive consideration, and I am to submit to their Lordships, that the Royal Assent having been just given to a Bill promoted by this Company, partly for this special purpose, they will now be enabled to make such lines of rails to the Dudley Station as they trust will meet with their Lordships' approval.

Meantime the entering and departing trains at the Dudley Station continue to be worked by a pilotman, as pointed out in your letter of the 20th ult.

I am also directed to forward a copy of the last report of Mr. M^cClean in reference to Colonel Yolland's of the 12th inst., to show to their Lordships that the subject engages the constant attention of this Board.

I have, &c.

Captain Galton, R.E. J. W. Buckton,
&c. &c. *Secretary.*

(Enclosure.)

Sir, 17, *Great George Street, Westminster, July* 21, 1855.

I beg to acknowledge the receipt of Captain Galton's letter of the 13th inst., and of Colonel Yolland's report of the 12th inst. enclosed in it.

As the penalties which the Board of Trade now threaten to sue for will, ultimately at least, be payable by me, if by any one, I feel it right to say that I am advised that no penalty has been, in fact, incurred. I certainly am quite unconscious, up to this moment, of having violated or neglected (even unintentionally) the provisions of the Act of Parliament referred to in Captain Galton's letter.

With reference to the publication of the report of the accident, whilst actions are pending against me in relation to it, I must be permitted to repeat that such publication operates most harshly and unjustly towards me, and especially as it took place before I either had given or could have given any reply or explanation in the matter.

I believe I shall also be found to be accurate when I add that when this power of reporting was given by Parliament to the Board of Trade, it was distinctly understood it would not be used in such a way or at such a time as to prejudice existing litigation. In the present instance this rule has been completely departed from, for not only has the report been specially brought before Parliament, but also printed copies of it have been received by various parties injured, and without my reply.

With regard to the mode of working the line previous to the accident, it was the same as is adopted on most lines of railway in the kingdom. Besides the stations mentioned in my last report, at which trains arrive and depart on one side, I may add Worcester Station, where the whole of the passenger trains, arriving from opposite directions, meet on the same line of railway, and are only protected by signals. The same system applies to Chester and Shrewsbury Stations, and to many others equally important on various lines of railway.

With respect to the statement in my report to you, that the line has ceased practically to be under my control, and is now worked by the Board of Trade, Captain Galton observes, "that in his letter of the 20th ultimo, their Lordships "called upon the Company either to restore the arrangements for working the "line to what they were when it was originally inspected, or to adopt some "other of the modes of working that are generally used on single lines. "There were, therefore," he adds, "at least, more than two modes of working "suggested, and it was left to the discretion of the Lessee to adopt whichever "of the modes he preferred."

Doubtless more than two modes were suggested; there was suggested a pilot engine or pilotman, or to work according to the system originally approved by their Lordships; or in other words to abandon two-thirds of the station and use only the lines laid down five years ago, (as shown on the plan No. 1, which accompanied my former report,) and to adopt a mode of working which involved the passing of all trains over a single line of rails under the bridge, at the very spot where the single line is now complained of, and of *each* train passing *twice* instead of *once* over the single line, whether going into or out of the station. The other mode, of working with a pilot engine, has been disclaimed by Colonel Yolland, so that there is really no choice left to me, and the general manager has adopted the pilotman, who now travels with every train, a mode of working which I condemned in my former report. But in consequence of my taking exception to this mode of working, their Lordships now order you to adopt another system, and intimate that unless it is immediately carried out, they will think it consistent with their duty to enforce penalties against the Company, for, as they allege, having opened a new portion of railway without having given the notice required by Act 5 & 6 Vict., c. 55, sec. 4 & 5.

The facts are these: The station originally approved by their Lordships was too small; and, as I stated in my former report, the Oxford, Worcester, and Wolverhampton Railway Company had inserted a clause in your Bill when before Parliament, which prevented you taking any of their land except for the purpose of a junction. This you had done, and your line of railway was *completed* and inspected as far as your parliamentary powers enabled you to construct it. You had no additional portion to open, but you used the land belonging to that Company for many years, for a temporary passenger station.

Lately, in consequence of the repeated solicitations of the inhabitants of Dudley, you improved the platform and erected a bridge and temporary station jointly with the Oxford, Worcester, and Wolverhampton Railway Company. The penalties which you have incurred, if Captain Galton is right in his view of the matter, are, for extending your station and giving additional accommodation to the passenger traffic, by separating it from the goods at an enormous expense. As I stated before, I am advised that no penalty has been incurred, as affording additional accommodation has never been considered the same as opening a new portion of railway. I am also advised, that even if you succeeded in resisting legal proceedings at the suit of the Crown, that you cannot recover any part of the expenses you might so be put to, and as they must ultimately fall upon me, I am, of course, anxious to avoid them. No doubt their Lordships' proceedings are dictated by an anxious desire to secure the public safety,—a desire, which I may be permitted to add, my own interest, if not

my sense of duty, makes me naturally quite as anxious about as it is possible for any person to be.

After having made this explanation, I will adopt any system their Lordships may order. I cannot close the Dudley Station, or undertake the responsibility of interfering with the goods traffic of a great manufacturing district, without a direct authority from their Lordships, especially as I believe it to be wholly uncalled for and unnecessary, and that if their Lordships refer the matter, before inflicting such a serious injury on the public and on me, to some eminent engineer, his advice will be in accordance with the opinions I have expressed.

In justice as well to their Lordships as to myself, I beg to append a few remarks on Colonel Yolland's report of the 12th inst.

That gentleman's reiterated statement "that the passenger traffic between "Dudley and Dudley Port is carried on in a peculiar manner," I need not further remark upon. I have given instances where even in "through stations" the traffic all crosses the main line, blocking them up in a much more dangerous way than any working at Dudley, as Colonel Yolland was not familiar with the stations on the Great Western Railway, saying of one, "Slough Station," near London, that "he does not remember the particulars," and adds, that he imagines there is "some chance of avoiding collision," by the existence of means that really do not exist. Of the Stour Valley Station, at Birmingham, he states that my allusion to it is unfortunate, as there is a telegraph—evidently forgetting that a telegraph is also one of the appliances used at Dudley to prevent accident.

It is certainly unfortunate for me that Colonel Yolland is not more conversant with existing stations, and with the modes of working them, as if he were he would not call the working of the Dudley Station "peculiar," or influence their Lordships to inflict a great wrong both on the public and on me, by having reported strong, and in my opinion unfounded, opinions, and having thus induced their Lordships to believe that I had converted a double line into a single line, after it had been approved by their Lordships.

In support of his opinion of my mode of conducting the traffic, "being objectionable and dangerous," Colonel Yolland appeals to experience, and asks "has it or has it not been found so since my report of the 15th November was "written?"

If you refer to his report you will find that Colonel Yolland "has no doubt "that the collision was entirely caused by the carelessness and neglect of "duty on the part of the engine-driver, in quitting the platform whilst the "danger signal was on." In his last report, on the contrary, he states "I am "satisfied that the accident resulted from mismanagement, in having "unnecessarily placed two men to do one man's duty." Nor is it possible by any amount of human foresight to discover that because an engineman disobeys signals, and thereby occasions an accident, *therefore* a general manager will many months afterwards employ two men to do the duty of one, and thereby occasion another accident. Surely "experience" cannot be said to have proved anything in this case, for (as I stated before) the fact of two casualties occurring at the same place, owing to the neglect of signals on the part of different servants, does not prove either the place or the mode of working more liable to accident than any other part of the railway where safety depends on signals. At Dudley, the want of more land, does not involve a question of safety,—it is only one of affording increased facilities for expediting the working. And now that you have obtained compulsory powers to take land, no doubt the joint station will be speedily carried out. Previous to the present time you could not, and surely their Lordships will not, recognize the doctrine laid down by Colonel Yolland, that you are to be blamed for not having done what you had not the power to do, "no matter from what cause:" I repeat, surely I have proved that this Dudley Station as Colonel Yolland originally alleged, has not been treated by you as a question of expense. But in his report of the 12th inst. he asks why the tunnel into the goods yard was not double, unless on the question of expense? I had heard that on his inspection of the station, Colonel Yolland expressed a similar opinion, which proves to what expense gentlemen who are not practically engaged in conducting traffic may subject Railway Companies, if all their suggestions are to be carried out. I do not for one moment doubt Colonel Yolland's ability, nor do I question his determination to act fairly; but if he had

spent some hours longer in examining the working of the traffic he would have discovered, that if the tunnel had been made large enough for ten lines it would not have afforded the least additional accommodation, unless the Oxford, Worcester, and Wolverhampton Company had also permitted you to put down additional lines of railway on their land. The mode proposed by Colonel Yolland would have blocked up the traffic in one day.

Speaking of two men having been employed, I may here remark, (in reply to an observation in Colonel Yolland's report;) that I only referred to it for the purpose of proving that the arrangements were not regulated by any system of economy, injurious to the public safety. With regard to my complaint that Colonel Yolland had decided against me, without hearing me, I must repeat what I said in my former letter. I had not an opportunity of stating my case, before the publication of his report, although I requested to have notice, advising me of the time of inspection sent to my place of business in London.

I am, &c.

J. R. M°Clean.

Railway Department, Board of Trade,
Whitehall, August 1, 1855.

Sir,

I am directed by the Lords of the Committe of Privy Council for Trade to acknowledge the receipt of your letter of the 27th ult., enclosing a copy of a communication from Mr. M°Clean to the Directors of the South Staffordshire Railway Company, with reference to my letter of the 13th ult., and Colonel Yolland's report of the 12th ult., on the subject of the accident that occurred at Dudley on the 21st May last.

After considering the statements in Mr. M°Clean's communication, my Lords do not see reason to alter the opinion expressed in my letter above referred to, that the rails which have been laid down to connect the line as originally opened with the new passenger platform on the west side of the bridge, form a "portion of railway" within the meaning of the 4th, 5th, and 6th sections of the Act, 5 & 6 Vict. c. 55, with respect to which, the notices required by the 4th section ought to have been given before it was opened. But upon a further investigation of the circumstances of the case, it has appeared that this new portion of line has been in use for several years, and therefore, my Lords apprehend that, in consequence of this lapse of time, they are now precluded by the terms of the 18th section of the 7 & 8 Vict. c. 85, from directing proceedings to be instituted against the Company to enforce the penalties incurred by opening the line without notice.

The responsibility of having opened this portion of railway without having complied with the requirements of the law, and of having adopted thereon a a system of working insufficient to secure the safety of the public, must rest on the Company.

I have, &c.

The Secretary of the
South Staffordshire Railway Company.

Douglas Galton.
Captain Royal Engineers.

LONDON :
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RAILWAY ACTS.

A RETURN of the Railway Acts passed in the Session of 1854; the Length of each Line; the proposed Capital Stock; the Number of Shares authorised to be created, and the Sums authorised to be raised on Loan.

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Ambergate Railway Company's Nottingham Extension and Station Act, 1854.	138	2 75	—	—	—	—	
Ambergate Railway Company's Reduction of Capital Act, 1854.	171	- -	69 60	- - -	- - -	- - -	- - By this Act the capital of the Ambergate, Nottingham, and Boston and Eastern Junction Railway Company is reduced from 1,932,000 *l.*, to 1,075,000 *l.*, and the sum to be raised on mortgage from 643,666 *l.* to 358,333 *l.*
Ardrossan Railway Transfer Act, 1854	182	- -	- -	46,900	- - -	- - -	- - The Ardrossan Railway is vested by the Act in the Glasgow and South Western Railway Company, who, in addition to the sum stated in this Return, which is to be applied in payment of the debts of the Ardrossan Company, are authorised to create stock in substitution of the capital of that Company.
Ayr and Maybole Junction Railway Act, 1854.	146	5 16	- -	33,000	3,300	10,000	- - The Act incorporates a Company by the name of "The Ayr and Maybole Junction Railway Company."
Bagenalstown and Wexford Railway Act, 1854.	136	42 12	- -	270,000	27,000	90,000	- - The Act incorporates a Company by the name of "The Bagenalstown and Wexford Railway Company." The Irish South Eastern Railway Company are empowered to subscribe 50,000 *l.* to the undertaking, and to raise by new shares or on mortgage that amount.
Bangor and Caernarvon Railway (Transfer) Act, 1854.	168	- -	- -	40,000	10,000	- - -	- - £. 20,000 of the sum to be raised under the provisions of this Act, is in substitution of the sum authorised to be raised on mortgage under the 14 & 15 Vict. c. 21. The Bangor and Caernarvon Railway on the passing of this Act became vested in the Chester and Holyhead Railway Company.
Birkenhead Dock Trustees Act, 1854	192	- -	- -	- - -	- - -	- - -	- - This Act empowers the Great Western Railway Company to purchase or lease land, being the property of the Birkenhead Dock Trustees.
Blyth and Tyne Railway Consolidation and Extensions Act, 1854.	79	9 35	- -	50,000	- - -	15,000	
Border Counties Railway (North Tyne Section) Act, 1854.	212	26 00	- -	250,000	12,500	83,333	- - The Act incorporates a Company by the name of "The Border Counties Railway Company."
Bradford, Wakefield, and Leeds Railway Act, 1854.	160	9 79	- -	180,000	9,000	60,000	- - The Act incorporates a Company by the name of "The Bradford, Wakefield and Leeds Railway Company."
Caledonian Railway (General Terminus Purchase) Act, 1854.	184	- -	- -	55,000	- - -	10,000	- - The Act vests in the Caledonian Railway Company those portions of the General Terminus Railway lying to the south of the joint line, including the junction therewith, together with all the lands acquired by the General Terminus Company on the south side of the said joint line. The sum authorised to be raised is in substitution of part of the capital of the latter Company. (*continued*)

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Caledonian Railway (Branches and Amendment) Act, 1854.	155	1 47	2 20	80,000	- - -	26,600	
Caledonian (Lesmahagow Branches) Act, 1854.	156	20 38	39 43	- - -	- - -	20,000	
Carmarthen and Cardigan Railway Act, 1854.	218	25 40	- -	300,000	30,000	80,000	- - The Act incorporates a Company by the name of the "Carmarthen and Cardigan Railway Company."
Caterham Railway Act, 1854 - -	68	4 52	- -	30,000	3,000	8,000	- - The Act incorporates a Company by the name of "The Caterham Railway Company."
Cork and Bandon Railway (Skibbereen Branch) Act, 1854.	96	7 00	- -	30,000	- - -	- - -	- - The sum authorised to be raised by this Act is to be expended in laying down additional rails on the Cork and Bandon Railway.
Cork and Youghal Railway Act, 1854	206	- -	53 44	- - -	- - -	- - -	- - From the passing of the Act, the Cork and Waterford Company is to be styled the Cork and Youghal Railway Company. The capital is reduced from 1,270,125 *l.* to 375,000 *l.*, and the mortgage power from 423,375 *l.* to 125,000 *l.*
Cornwall Railway (Share Arrangements) Act, 1854.	85	—	—	—	—	—	
Darlington and Barnard Castle Railway Act, 1854.	115	15 25	- -	100,000	5,000	33,300	- - The Act incorporates a Company by the name of "The Darlington and Barnard Castle Railway Company."
Direct London and Portsmouth Railway Act, 1854.	208	- -	60 36	- - -	- - -	- - -	- - After agreement with the Portsmouth Railway Company, the Act provides for the dissolution of the Direct London and Portsmouth Railway Company, incorporated by 9 & 10 Vict. c. 83.
Dowlais Railway Act, 1854 - -	116	0 31	—	—	—	—	
Dublin and Wicklow and Dublin and Kingstown Railway Act, 1854.	175	—	—	—	—	—	
Eastern Counties, and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways Act, 1854.	220	—	—	—	—	—	
Eastern Counties Railway (London Goods Station) Act, 1854.	153	—	—	—	—	—	
Eastern Union Railway (Woodbridge) Act, 1854.	69	—	—	—	—	—	
East Lancashire and Lancashire and Yorkshire Railways Act, 1854.	117	0 58	- -	200,000	- - -	66,000	
East Suffolk Railway Act, 1854 -	119	34 73	2 06	300,000	- - -	100,000	- - The Act dissolves the Halesworth, Beccles, and Haddiscoe Railway Company, and vests all the rights, powers, and privileges conferred on that Company by the 14 & 15 Vict., c. 26, in a new Company, incorporated with additional powers, under the name of "The East Suffolk Railway Company."
Furness Railway Act, 1854 - -	76	- -	- -	50,000	2,500	10,000	
Great Northern and Ambergate Companies (Working Arrangements) Act, 1854.	214	—	—	—	—	—	
Great North of Scotland Railway Amendment Act, 1854.	187	4 72	3 10	—	—	—	
Great Western Railway (Berks and Hants and Wilts, Somerset, and Weymouth) Act, 1854.	202	0 46	- -	1,085,000	—	—	
Great Western Railway (Station Accommodation, &c.) Act, 1854.	108	- -	- -	30,000	—	—	

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
Great Western, Birmingham, and Chester Railways Act, 1854.	222	—	—	—	—	—	
Hertford and Welwyn Junction Railway Act, 1854.	127	7 55	- -	65,000	3,250	21,600	- - The Act incorporates a Company by the name of "The Hertford and Welwyn Junction Railway Company."
Horncastle Railway Act, 1854 - -	143	7 29	- -	48,000	4,800	13,000	- - The Act incorporates a Company by the name of "The Horncastle Railway Company."
Inverness and Nairn Railway Act, 1854.	176	15 52	- -	80,000	8,000	26,666	- - The Act incorporates a Company by the name of "The Inverness and Nairn Railway Company."
Jarrow Dock and Railway Act, 1854	164	5 30	2 66	—	—	—	
Lancashire and Yorkshire Railway (Liverpool Dock Branches) Act, 1854.	58	1 63	- -	280,000	—	—	
Lancashire and Yorkshire Railway (Middleton Branch) Act, 1854.	59	1 06	1 33	25,000	—	—	
Leeds, Bradford, and Halifax Junction Railway Act, 1854.	162	4 20	- -	50,000	2,000	16,000	
Leominster and Kington Railway Act, 1854.	144	13 00	- -	80,000	8,000	26,000	- - The Act incorporates a Company by the name of "The Leominster and Kington Railway Company."
London and North Western Railway Act, 1854.	201	—	—	—	—	—	
London, Brighton, and South Coast Railway Act, 1854.	61	- -	- -	359,070	—	—	
London, Tilbury, and Southend Railway Deviation and Amendment Act, 1854.	133	2 40	2 40	52,000	—	—	
Londonderry and Enniskillen Railway Act, 1854.	135	1 13	- -	75,000	- - -	25,000	
Mallow and Fermoy Railway Act, 1854	132	16 00	- -	100,000	10,000	33,300	- - The Act incorporates a Company by the name of "The Mallow and Fermoy Railway Company."
Metropolitan Railway Act, 1854 -	221	2 50	0 60	700,000	70,000	233,000	- - The Act re-incorporates the North Metropolitan Railway Company by the name of "The Metropolitan Railway Company." The Great Western Company may subscribe 175,000 *l.* to the undertaking.
Newcastle and Carlisle Railway Act, 1854.	57	- -	- -	230,000	—	—	
Norfolk Railway (Lowestoft Harbour Improvement) Act, 1854.	130	—	—	—	—	—	
North Eastern Railway Company's Act, 1854.	211	- -	- -	- - -	- - -	- - -	- - The Act consolidates the York and North Midland, the Leeds Northern, and the York, Newcastle and Berwick Railway Companies into one Company, under the title of "The North Eastern Railway Company;" and also authorises the amalgamation of the North Eastern and Malton and Driffield Junction Railway Companies.
North London Railway (Cattle Market Station) Act, 1854.	80	- -	- -	75,000	7,500	25,000	
North Staffordshire Railway Branches Act, 1854.	194	18 22	—	—	—	—	
North Yorkshire and Cleveland Railway Act, 1854.	151	29 70	- -	180,000	18,000	60,000	- - The Act incorporates a Company by the name of "The North Yorkshire and Cleveland Railway Company."

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£.		£.	
North and South Western Junction Railway Act, 1854.	141	- -	- -	15,000	1,500	4,934	
Oxford, Worcester, and Wolverhampton Railway (Stratford and Stourbridge Branches) Act, 1854.	207	10 52	10 02	—	—	—	
Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch) Act, 1854.	209	4 35	- -	24,000	2,400	8,000	
Perth and Dunkeld Railway Act, 1854	148	8 40	- -	80,000	3,200	20,000	- - The Act incorporates a Company by the name of "The Perth and Dunkeld Railway Company."
Pontop and South Shields, Wayleaves, &c., Purchase Act, 1854.	73	—	—	—	—	—	
Portsmouth Railway Amendment Act, 1854.	186	4 00	1 43	—	—	—	
Rhymney Railway Act, 1854 - -	193	11 73	- -	100,000	10,000	30,000	- - The Act incorporates a Company by the name of "The Rhymney Railway Company."
Salisbury and Yeovil Railway Act, 1854.	215	40 45	- -	400,000	20,000	133,333	- - The Act incorporates a Company by the name of "The Salisbury and Yeovil Railway Company."
Selkirk and Galashiels Railway Act, 1854.	199	5 21	- -	24,000	2,400	8,000	- - The Act incorporates a Company by the name of "The Selkirk and Galashiels Railway Company."
Shrewsbury and Chester Railway Act, 1854.	120	—	—	—	—	—	
Shrewsbury and Hereford Railway (Leasing) Act, 1854.	174	—	—	—	—	—	
Shrewsbury and Hereford Railway (Stations) Act, 1854.	149	- -	- -	30,000 by the Hereford, Ross, and Gloucester Railway Company.	—	—	
Shropshire Union Railways and Canal Act, 1854.	179	- -	122 22	- - -	- - -	- - -	- - The Act limits the capital of the Company to 1,072,500 *l.*, causing a reduction of 2,227,500 *l.* in the capital, and of 1,100,000 *l.* in the loan.
South Devon Railway (Sutton Harbour Branch) Act, 1854.	122	—	—	—	—	—	
South Devon and Tavistock Railway Act, 1854.	189	17 12	- -	160,000	6,400	53,300	- - The Act incorporates a Company by the name of "The South Devon and Tavistock Railway Company."
South Staffordshire Railway Act, 1854	53	10 29	8 65	—	—	—	
South Wales Railway Act, 1854 -	158	—	—	—	—	—	
Stockport, Disley, and Whaley Bridge Railway Act, 1854.	200	10 07	- -	150,000	7,500	50,000	- - The Act incorporates a Company by the name of "The Stockport, Disley, and Whaley Bridge Railway Company."
Stockton and Darlington Railway Act, 1854.	128	2 68	- -	200,000	8,000	—	
Tralee and Killarney Railway Act, 1854.	142	—	—	—	—	—	
Vale of Towy Railway Act, 1854 -	150	11 17	- -	60,000	6,000	18,000	- - The Act incorporates a Company by the name of "The Vale of Towy Railway Company."

TITLE OF ACT.	Chapter of Act.	Length of Line Authorised.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to Create.	Sum of Money that each Company is empowered to Borrow.	REMARKS.
		M. C.	M. C.	£. s. d.		£. s. d.	
Wells and Fakenham Railway Act, 1854.	180	9 53	- -	70,000 - -	3,500	23,000 - -	- - The Act incorporates a Company by the name of "The Wells and Fakenham Railway Company."
West London Railway Act, 1854.	204	—	—	—	—	—	
West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854.	210	8 00	- -	80,000 - -	- - -	26,666 13 4	
Westminster Terminus Railway Act, 1854.	205	2 55	- -	480,000 - -	48,000	160,000 - -	- - The Act incorporates a Company by the name of "The Westminster Terminus Railway Company."
Whitehaven, Cleator, and Egremont Railway Act, 1854.	64	6 48	- -	50,000 - -	2,500	16,600 - -	- - The Act incorporates a Company by the name of "The Whitehaven, Cleator, and Egremont Railway Company."
Whitehaven Junction Railway (Increase of Capital) Act, 1854.	24	- -	- -	12,000 - -	- - -	4,000 - -	
TOTAL - - -		499 24	380 70	7,463,970 - -	- - -	1,647,632 13 4	
Reduction in the Mileage authorised previously to 1854, by the abandonment of certain portions of Railways under the provisions of Acts passed in 1854 - - - -		380 70	- -	5,544,625 - -	- - -	2,230,374 13 4	Reduction of capital and loan authorised previously to 1854, by Acts passed in 1854.
Increase of Mileage authorised previously to 1854 - - - -		118 34	—	—	—	—	
Increase of Capital authorised previously to 1854 - - £.				1,919,345 - -	- - -	582,742 - -	Decrease of Loan authorised previously to 1854.

The foregoing ACTS, in Number Seventy-nine, may be classed as follows:—

Acts authorising—	
Incorporation of Companies - - - - - - - - - - -	23
Extension of Time and Amendment of Acts - - - - - - - -	3
Deviations, Extensions, &c., for which no new Capital is required - - - -	14
Branches, &c., for which new Capital is required - - - - - -	19
Reduction of Capital - - - - - - - - - - - - -	3
Additional Capital for Works previously authorised - - - - - -	5
Lease, Purchase, or Amalgamation - - - - - - - - - -	10
Dissolution of Company - - - - - - - - - - - -	1
Working Arrangements - - - - - - - - - - - -	1
TOTAL - - -	79

Increase of Mileage occasioned by the above Acts - - - 118 *miles*, 34 *chains*.

	£. s. d.
Increase of Capital - - - - - - -	1,919,345 - -
Decrease of Loan - - - - - - -	582,742 - -
TOTAL actual Increase - - - £.	1,336,603 - -

Board of Trade,
8 February 1855.

JAMES BOOTH.

RAILWAY ACTS.

RETURN of the Railway Acts passed in the Session of 1854; the Length of each Line; the proposed Capital Stock; the Number of Shares authorised to be created; and the Sums authorised to be raised on Loan.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
9 *February* 1855.

54. *Under* 1 *oz.*

RAILWAY AND CANAL BILLS.

RETURN to an Order of the Honourable The House of Commons, dated 9 March 1855;—

"That the Board of Trade do present to this House a Report upon the Railway and Canal Bills of this Session, in conformity with the Recommendation contained in the Fifth Report of the Select Committee on Railway and Canal Bills of the Session of 1853."

REPORT of the Railway Department of the Board of Trade on the Railway Bills of 1855.

The Number of Bills for Railways in Great Britain deposited this Session amount to 104.

Of this number, 71 authorise new works.

Two other Bills confer power on Railway Companies, viz. the *Birmingham Canal Navigation Bill* and the *Great Northern London Cemetery Bill.*

The proposed new works are as follows:—

By New Companies.

	Number of Bills.	Length of Line.
England - - - -	23	274 miles.
Scotland - - - -	8	110 „
Ireland - - - -	3	25 „
Total - - -	34	409 miles.

By Existing Companies.

	Number of Bills.	Length of Line.
England - - - -	30	110 miles.
Scotland - - - -	3	55 „
Ireland - - - -	4	81 „
Total - - -	37	246 miles.

The total length of New Lines is 655 miles, besides 51 miles of Deviation and 35 proposals for Enlargement of Stations.

There are 33 other Bills, of which four are for Extension of Time, 12 relate to Capital Arrangements, 13 to Amalgamation, Sale, Lease, Working and Traffic Arrangements, Running Powers, &c., and four may be classed as Miscellaneous.

Of the 71 Bills relating to new works, 40 contain clauses relating to amalgamation, sales, lease, running powers, and to the various descriptions of arrangements between Railway Companies for working in connexion with each other, or for forwarding traffic (whether compulsorily or otherwise), and of the other 33 Bills 12 contain clauses which may be classed under these heads.

There are therefore in all 53 Bills which contain clauses relating to what may be termed generally Arrangements between Companies.

Many of the Bills contain powers under several of these heads, as will appear from the following classification :—

NATURE OF BILL.	Existing Companies.			New Companies.			TOTAL.	REMARKS.
	England.	Scotland.	Ireland.	England.	Scotland.	Ireland.		
1. New Works exclusively	15	3	3	9	–	1	31	
2. New Works, Powers of Amalgamation, Sale, or Lease	2	–	–	–	–	–	2	
3. New Works, Powers of Amalgamation, Sale, or Lease, Working Arrangements	2	–	–	–	–	–	2	
4. New Works, Working Arrangements	6	–	–	11	8	2	27	
5. New Works, Working Arrangements, and Running Powers	1	–	–	1	1	–	3	
6. New Works, Powers of Amalgamation, Sale, or Lease, Working Arrangements, Running Powers	1	–	–	–	–	–	1	
7. New Works and Running Powers	2	–	1	2	–	–	5	
8. Powers of Amalgamation, Sale, or Lease, exclusively	5	–	1	–	–	–	6	
9. Powers of Amalgamation, Sale, or Lease, Working Arrangements	1	–	–	–	–	–	1	
10. Working Arrangements exclusively	2	2	1	–	–	–	5	
11. Working Arrangements and Running Powers	1	–	–	–	–	–	1	
12. Arrangements as to Capital	8	2	2	–	–	–	12	
13. Extension of Time	4	–	–	–	–	–	4	
14. Miscellaneous	4	–	–	–	–	–	4	
TOTALS	54	7	8	23	9	3	104	

The two additional Bills before mentioned, which confer powers on Railway Companies, are not included in this table.

Of these, the *Birmingham Canal Navigation Bill* would give the London and North Western Railway Company an interest in the Undertaking, and is further alluded to at page 13.

The *Great Northern London Cemetery Bill* would enable the Cemetery Company to arrange with the Great Northern Railway Company for the use of a portion of certain stations, and for the conveyance of traffic to the Cemetery.

Classification of Bills.

The following are the titles of the Bills, classified under the several heads in the foregoing Table :—

NEW WORKS EXCLUSIVELY.

By Existing Companies.

Belfast and County Down.
Carmarthen and Cardigan.
Caterham.
Chester and Holyhead.
Cork

By New Companies.

Abingdon Junction.
Direct Manchester and Milford Haven Junction.
Ipstones Mineral Branch.
Newtown

Classification of Bills.

By Existing Companies.

Cork and Youghal.
Cromford and High Peak.
Edinburgh and Glasgow.
Glasgow and South Western (Steamboats).
Great North of Scotland Railway.
London and Blackwall.
London and South Western Railway Acts Amendment.
Manchester, Sheffield, and Lincolnshire (Lincoln Branch).
Maryport and Carlisle.
Metropolitan.
Portsmouth.
Salisbury and Yeovil.
South Yorkshire Railway and River Dun.
Staines, Wokingham, and Woking (Alterations, &c.)
Stockton and Darlington.
Swansea Vale.
Ulster.

By New Companies.

Newtown and Oswestry.
Stokes Bay and Isle of Wight Railway Pier and Telegraph.
Swansea Docks and Mineral Vallies.
Thames Embankment and Railway.
West Somerset Mineral.
Westminster Terminus Railway Extension.
Wicklow Mineral.

NEW WORKS, POWERS OF AMALGAMATION, SALE, OR LEASE.

By Existing Companies.

Somerset Central.
Bristol and Exeter.

By New Companies.

NEW WORKS, POWERS OF AMALGAMATION, SALE OR LEASE, AND WORKING ARRANGEMENTS.

By Existing Companies.

London and North-Western, and Lancashire, and Yorkshire.
South Wales (Consolidation).

By New Companies.

NEW WORKS AND WORKING ARRANGEMENTS.

By Existing Companies.

Derbyshire, Staffordshire, and Worcestershire Junction.
Llynvi Valley Railway Company, and the Bridgend Railway Company
Middlesbrough and Guisbrough.
Oxford, Worcester, and Wolverhampton (Improvement and Branches).
South Staffordshire.
Stockport, Disley, and Whaley Bridge.

By New Companies.

Aberdare Valley.
Banff, Macduff, and Turriff Junction.
Bridport.
Carlisle and Silloth Bay.
Dearness Valley.
Dundalk and Black Rock.
Dursley and Midland Junction.
East of Fife.
Exeter and Exmouth.
Fife and Kinross.
Glasgow, Dumbarton, and Helensburgh.
Great Western and Brentford (Thames Junction).
Hammersmith,

Classification of Bills.

By Existing Companies.	*By New Companies.*
	Hammersmith, Fulham, and Westminster.
	Inverness and Elgin Junction (No. 2).
	Inverury and Old Meldrum Junction.
	Jedburgh.
	Leslie.
	Limerick and Castle Connell.
	Luton, Dunstable, and Welwyn Junction.
	Stockton and Stokesley.
	Direct South-Eastern.

NEW WORKS, WORKING ARRANGEMENTS AND RUNNING POWERS.

By Existing Companies.	*By New Companies.*
Severn Valley.	Inverness and Elgin Junction.
	Mid Kent and North Kent Junction.

NEW WORKS, POWERS OF AMALGAMATION, SALE OR LEASE, WORKING ARRANGEMENTS, RUNNING POWERS.

By Existing Companies.	*By New Companies.*
North Yorkshire and Cleveland.	

NEW WORKS AND RUNNING POWERS.

By Existing Companies.	*By New Companies.*
Dundalk and Enniskillen.	Barnet and Willesden.
Rhymney.	
Staines, Wokingham, and Woking (Reading Junction).	Spalding, Bourn, and Stamford Junction Railway, and Spalding Waterworks.

POWERS OF AMALGAMATION, SALE, OR LEASE EXCLUSIVELY.

By Existing Companies.	*By New Companies.*
Lancashire and Yorkshire, and Blackburn Railway Companies.	
Londonderry and Coleraine (Lease to an individual).	
North Staffordshire.	
Plymouth Great Western Docks.	
South Wales Mineral Railway (Lease to the Glyncorrwg Co.)	
Waveney Valley.	

POWERS OF AMALGAMATION, SALE, OR LEASE, WORKING ARRANGEMENTS.

By Existing Companies.	*By New Companies.*
Birkenhead, Lancashire, and Cheshire Junction, and Great Western.	

Classification of Bills.

WORKING ARRANGEMENTS EXCLUSIVELY.

By Existing Companies.	*By New Companies.*
Glasgow and South Western (Consolidation).	
Great Northern (Increase of Capital).	
Improvement in communication between England and Ireland. (Traffic arrangements between London and North-Western, Chester, and Holyhead, Great Southern and Western, Midland Great Western, Dublin and Kingstown, Dublin and Drogheda, Dublin and Belfast Junction, and Dundalk and Enniskillen Railway Companies, and the City of Dublin Steam Packet Company, and the Dublin and Liverpool Screw Steam Packet Company, or any of them.)	
Waterford and Limerick.	
West London and Crystal Palace Railway and Westminster Terminus Railway.	

WORKING ARRANGEMENTS AND RUNNING POWERS.

By Existing Companies.	*By New Companies.*
Worcester and Hereford.	

ARRANGEMENTS AS TO CAPITAL.

By Existing Companies.	*By New Companies.*
Caledonian Railway.	
Colchester, Stour Valley, Sudbury, and Halstead.	
Cork and Bandon.	
Dundee and Perth and Aberdeen Railway Junction.	
Furness.	
Leeds, Bradford, and Halifax Junction.	
Limerick and Foynes.	
Manchester, Sheffield, and Lincolnshire (Power to Capitalise, &c.)	
Monmouthshire Railway and Canal.	
St. George's Harbour.	
South Eastern (Capital).	
Vale of Neath.	

EXTENSION OF TIME.

By Existing Companies.	*By New Companies.*
Bognor Railway Bill.	
Cornwall Railway Bill.	
East Kent Railway Bill.	
South Wales (Extension of Time).	

Classification of Bills.

MISCELLANEOUS.

By Existing Companies.	*By New Companies.*
Great Northern (Church and Schools at Doncaster).	
Oxford, Worcester, and Wolverhampton (Postponement of Completion of Broad Gauge).	
Oxford, Worcester, and Wolverhampton (Completion of Narrow Gauge).	
South Eastern (Thames and Medway Canal Abandonment).	

New Works exclusively.

NEW WORKS EXCLUSIVELY.

Under this head there are 21 Bills promoted by existing Companies, and 10 Bills by new Companies.

Of the 21 Bills promoted by existing Companies, 15 are for works in England, three in Scotland, and three in Ireland.

Of these Bills, 10 would authorise extensions and deviation of the lines; viz.:

IN ENGLAND.

Caterham Railway Bill, by which the line would be extended to Croydon and the Tupwood Collieries; in all, a length of five and a half miles.

London and South-Western Railway Acts Amendment Bill, by which the power for making the Basingstoke and Salisbury Railway would be revived, and a short branch line to Nine Elms be authorised.

Pledge given by a Railway Company in a former Session.

With reference to this Bill, my Lords think it right to call attention to the pledge given by the Chairman of the London and South-Western Railway Company to the Select Committee of the House of Commons on the Devon and Dorset Railway Bill of 1853. That Bill was promoted by the Great Western Railway Company for the making of a Railway on the Broad Gauge, forming a direct line of Railway communication between Dorchester and Exeter. The Committee reported against the Bill, and stated the reasons for their decision in a Special Report, in which they expressed their opinion that the Devon and Dorset Line would have supplied the deficiency in Railway communication between Dorchester and Exeter for all purposes of local traffic; but, taking a wider view of the subject, the Committee stated that they felt the importance of a Railway communication upon one uniform gauge between Exeter and London in a north-easterly direction *viâ* Axminster and Salisbury, and of another from Exeter to Portsmouth and the East Coast *viâ* Dorchester; and believing that a communication so desirable could not be attained if the Devon and Dorset Railway Bill should receive the sanction of Parliament, they were of opinion that they would best promote the public interests by giving an opportunity in the next Session for the establishment of one uniform gauge throughout the above-mentioned district: they would, however, have hesitated to reject the Bill had it not been proved in evidence before them that the London and South Western Railway Company, at a recent meeting, had authorised their Directors to pledge the Company to apply to Parliament at the earliest period, for power to construct an extension of their Railway from Dorchester to Exeter; and had the Committee not received from the Company through their Chairman (the Hon. Francis Scott), a clear and distinct assurance in his evidence, and in a letter subsequently given in (a copy of which accompanied the Committee's report), that in the next Session of Parliament the Company would introduce and use their best endeavours

vours to obtain an Act for authorising such extension of their Railway on the Narrow Gauge. *New Works exclusively.*

The London and South Western Railway Company have not taken any steps to redeem their pledge. In the last Session of Parliament, they had no Bill before Parliament. In their Bill of the present Session, they seek powers for the completion of their Basingstoke and Salisbury line, and for making improvements in their London stations; and the Bill contains provisions for defining their Undertaking and consolidating their capital, and would therefore seem to indicate an intention of repudiating the pledge given to the Committee on the Devon and Dorset Bill.

Maryport and Carlisle Railway Bill, by which the Company would be authorised to construct short branch lines, and to raise additional money, and amend their Acts.

Stockton and Darlington Railway Bill, by which the Company would be authorised to raise additional capital, and to construct a branch line to the Darlington and Barnard Castle Railway, and short branches out of the Wear Valley Railway.

Swansea Vale Railway Bill, by which the proprietors of the existing Swansea Vale Railway would be incorporated and authorised to make an extension of 16 miles. The capital of the Company would be fixed at 149,000 *l.*, and the borrowing powers at 49,000 *l.*

The *South Yorkshire Railway and River Dun Company's Bill* would empower the Company to extend their line to Crowle, and to raise for the purpose 80,000 *l.* by shares, and borrow 26,000 *l.*

Scotland.

The *Great North of Scotland Railway Bill*, by which the Company would be empowered to extend their Railway to Nairn.

Ireland.

Belfast and County Down Railway Bill, for amending the Company's Act, and authorising the construction of Branch Railways, about 26 miles in length.

Cork and Youghal Railway Bill, for a branch line to Queenstown, authorising the Company to raise 50,000 *l.* additional capital, and to borrow 16,600 *l.*

Ulster Railway Bill, by which the Company would be enabled to extend their line to Monaghan, and enlarge the Station at Belfast. The Company would be empowered to raise 150,000 *l.* by shares, and to borrow 50,000 *l.*

The seven following Bills authorise Deviations:

The Carmarthen and Cardigan Railway Bill,
The Cromford and High Peak Railway Bill,

which would enable the Proprietors to convert their line, which is a Mineral Railway in North Derbyshire, into a Passenger Railway, and to raise 70,000 *l.* by shares, bearing a preferential dividend of six per cent., and to borrow 20,000 *l.*

The Metropolitan Railway Bill,
The Portsmouth Railway Bill, and
The Salisbury and Yeovil Railway Bill,

which would enable the Companies to make deviations only. The *Metropolitan Railway Bill* is further alluded to at page 25.

The Staines, Woking and Wokingham Railway Alterations Bill,

authorising certain deviations, and declaring the intention of the original Act of the Company as to the use of the Reading, Guildford and Reigate Railway;

and *The London and Blackwall Railway Bill,*

which would empower the Company to widen the Railway, and to raise 100,000 *l.* by shares, and to borrow 33,000 *l.*

New Works exclusively.

By the *Edinburgh and Glasgow Railway Bill*,
that Company would be authorised to improve the Station at Queen-street, Glasgow, and to raise 115,000 *l.*, and to borrow 38,300 *l.*

By the three following Bills the Companies would be empowered to provide hire, and use steam-vessels, in addition to making Branch Railways, viz.:

The Chester and Holyhead Railway Bill.
The Manchester, Sheffield, and Lincolnshire Railway Bill.
The Glasgow and South-Western Railway Bill.

By this last Bill the Company would also be empowered to raise 7,660 *l.*

The Chester and Holyhead Railway Bill would appear merely to re-incorporate the powers for maintaining steam-boats already granted to that Company.

Steam Vessels held by Railway Companies.

With respect to the power of acquiring, maintaining, and using steam-vessels to be conferred by these Bills, it seems desirable that attention should be drawn to the joint Report of the Board of Trade and the Commissioners of Railways, appended to the Third Report of the Select Committee of the House of Commons on Railway Bills in 1848.

If the proposed steam-boat undertakings should be sanctioned, it may deserve consideration whether, in conformity with the principles laid down in the above-mentioned Report, the particular ports to which the steam-boats are to ply, should not be specified in the Bill, and the duration of the powers, conceded for this purpose, be limited to a moderate term of years, so as to afford the opportunity of re-considering the question.

This course was adopted in the Furness Railway Act, 11 & 12 Vict., c. 126, and other subsequent Acts where Railway Companies have been empowered to use steam-boats.

It has also been usual, in cases of this kind, to limit the maximum rates of charge for conveyance by the steamboats, and to insert a clause for ensuring equality of treatment to parties who use the steamboats but not the Railway.

Some further remarks on this subject are made in p. 15 of this Report.

The 10 Bills for making new works exclusively promoted by new Companies are as follows:

Two are connected with the Metropolis, viz.:

The *Thames Embankment Railway Bill*, by which a Company would be empowered to make a Railway from Queenhithe to Whitehall, and from Whitehall to the Westminster Terminus Railway, upon an embankment in the bed of the river passing under the bridges. This Bill is further alluded to at page 25.

And the *Westminster Terminus Extension Railway Bill*, by which a Company would be empowered to extend the Westminster Terminus Railway, as authorised last year, to Norwood.

Of the remaining Bills, seven are for branch lines, communicating with existing lines.

The *Abingdon Junction Railway* is to connect the town of Abingdon with the Great Western Railway; this line is on the broad gauge, as also

The *Direct Manchester and Milford Haven Railway*, which would connect the Carmarthen and Cardigan Railway with the Llanidloes and Newtown Railway. For further remarks on this Bill, see page 26.

In connexion with this latter line is also the *Newtown and Oswestry Railway*, which would run from Newtown to the Shrewsbury and Chester Railway: by means of these lines a communication would be afforded between Liverpool and Manchester and South Wales.

The *Swansea Docks and Mineral Vallies Railway Bill* would incorporate a company for making a short branch line from Swansea to the Llanelly Railway.

By

New Works Exclusively.

By the *Stokes Bay and Isle of Wight Railway Pier and Telegraph Bill* a Company would be incorporated for making a short branch line and Steam-boat Pier to connect Stokes Bay with the Gosport Branch of the London and South-Western Railway: the Company would also be empowered to lay an Electric Telegraph into the Isle of Wight: and to establish, maintain, and use steam-boats between the Pier and the Isle of Wight. My Lords have already observed upon provisions of this nature; but in this case the principal undertaking would appear to be the Pier and Steam-boats.

The *Ipstones Mineral Branch Railway* is for a line in connexion with the North Staffordshire Railway, and the *Wicklow Mineral Railway Bill* would incorporate a Company for making a short extension of the Dublin and Wicklow Railway.

The remaining Bill, viz.:

The *West Somerset Mineral Railway Bill* would incorporate a Company for making a short Mineral Railway near the coast of the Bristol Channel.

ARRANGEMENTS BETWEEN COMPANIES.

Under this head are comprised 52 Bills.

Running Powers.

Ten Bills confer running powers.

Arrangements between Companies.

Running Powers.

The following is the general form of the provisions conferring running powers, viz.: It shall be lawful for the *A.* Railway Company to use the Railway of the *B.* Railway Company, and the stations and other conveniences belonging thereto, upon such terms and conditions, and payment of such tolls, charges, or other consideration as shall be agreed upon between the Companies, or in default of agreement shall be settled by arbitration in the manner provided by the Railways Clauses Consolidation Act with respect to the settlement of disputes by arbitration.

By these provisions of the Consolidation Act, where either party has appointed an arbitrator, and the other party, after notice, fails to appoint an arbitrator on his part, the single arbitrator may proceed alone, and thus the Company which has obtained a running power over a Railway is enabled to render the settlement of the terms and conditions compulsory upon the Company owning the Railway.

Some additional remarks upon the subject of running powers will be found at page 19.

Four of the 10 Bills are promoted by new Companies, viz.:

The *Barnet and Willesden Railway Bill*, by which a Company would be incorporated for making a Railway from the Great Northern Railway, at Barnet, to the West London Railway, at Willesden, and would empower it to use the Great Northern, the West London, and North and South Western Junction Railways.

The *Spalding, Bourn, and Stamford Junction Railway and Spalding Waterworks Bill*, by which a Company would be incorporated for making a Railway from Essendine, on the Great Northern Railway, to Spalding, with power to run over and use parts of the Great Northern Railway. By this Bill the construction of Waterworks in Spalding would be authorised.

The other two Bills would also empower the Companies to enter into working arrangements.

The *Mid Kent and North Kent Junction Railway Bill*, would incorporate a Company for making a Railway from the Farnborough Extension of the West End of London and Crystal Palace Railway to the North Kent Railway, and

 empower

Arrangements between Companies.

Running Powers.

empower the Companies to use the Farnborough Extension Railway. The Company would also be empowered to enter into arrangements with the South-Eastern Railway Company, and the West End of London and Crystal Palace Railway Company.

The *Inverness and Elgin Junction Railway Bill* would incorporate a Company for making a Railway between the Inverness and Nairn Railway and Elgin. It would be empowered to run over the Inverness and Nairn Railway, and authorise the entering into agreements with the Inverness and Nairn Railway Company and the Morayshire Railway Company.

The other six Bills are promoted by existing Companies.

The *Staines, Wokingham, and Woking Railway (Reading Junction) Bill*, would empower that Company to make a short branch line at Reading, which the South-Eastern Railway Company would have power to use. The Bill is again alluded to at page 26.

The *Rhymney Railway Company's Bill* would authorise the Company to make a line to join the Newport, Abergavenny, and Hereford Railway, with power to use part of the Taff Vale Railway.

The *Dundalk and Enniskillen Railway Company's Bill* would authorise the Company to extend their Railway from near Ballybay to Cavan, with power to use the station of the Midland Great Western Railway Company of Ireland at Cavan. The Dublin and Drogheda and Dublin and Belfast Junction Railway Companies would receive power to subscribe to this undertaking.

The two following Bills would give the Companies power to enter into agreements with other companies, as well as confer running powers, and power of making new works, viz.:

The *Severn Valley Railway (Deviation) Bill* would amend the Company's Act, authorise deviations, and give the Company power to use a portion of the Shrewsbury and Hereford Railway and the station at Shrewsbury, which is the joint property of the Shrewsbury and Hereford, London and North-Western, Shropshire Union, and Great Western Railway Companies. The Wellington and Severn Junction Railway is required to afford facilities for the interchange of traffic; and the Company is authorised to enter into working arrangements with the Oxford, Worcester, and Wolverhampton Railway Company; the term of the agreement not to exceed ten years, and the agreement to be subject to the approval of the Board of Trade.

The *North Yorkshire and Cleveland Railway (Branch, &c.) Bill* would authorise the Company to make branch lines, and empower it to use parts of the Stockton and Darlington, Middlesbrough and Redcar, and Middlesbrough and Guisbrough Railways. The Company would also be empowered to enter into working arrangements with the North-Eastern and the West Hartlepool Harbour and Railway Company for ten years, subject to approval of the Board of Trade. The Company may also lease one of the branch lines to the proprietors of the minerals under the land. This Bill is again alluded to at page 24.

The remaining Bill under this head, viz.,

The *Worcester and Hereford Railway Bill*, would empower that Company to run over parts of the line of the Newport, Abergavenny, and Hereford Railway, and authorise the Company to enter into working arrangements with the Midland, London and North-Western, Oxford, Worcester, and Wolverhampton, and the Newport, Abergavenny, and Hereford Railway Companies, and these Companies would be empowered to subscribe to the Undertaking.

Amalgamation, Sale, &c. &c.

Amalgamation, Sale, &c.

Twelve Bills contain provisions under this head.

Of these, one Bill, viz., the *North Yorkshire and Cleveland Railway Bill*, which would authorise a lease of branch lines to individuals, has been already mentioned above under the head of Running Powers.

The *Londonderry and Coleraine Railway Bill* would also authorise the lease of the line to an individual for 21 years.

And

Arrangements between Companies.

And the *South Wales Mineral Railway Bill* would authorise the Undertaking to be leased to the Glyncorrwg Coal Company for 99 years. This and the two previous Bills are again mentioned at page 24.

Amalgamation, Sale, &c.

The remaining nine Bills confer powers upon Railway Companies exclusively.

By the *Lancashire and Yorkshire and Blackburn Railway Companies Bill*, the two Companies would be empowered to amalgamate with the consent of three-fifths of the shareholders.

The Lancashire and Yorkshire Railway Company possess a share capital of 12,026,913 *l.*, and the capital of the Blackburn Railway Company amounts to 1,050,000 *l.*

By the *North Staffordshire Railway (Transfer, &c.) Bill*, the North Staffordshire Railway Company would be vested in the London and North-Western Railway Company, upon a guarantee of five per cent. on the preference shares of the Company, representing a paid-up capital of 1,170,000 *l.*, and four per cent. upon the ordinary share capital of the Company, amounting to 2,826,372 *l.*

The North Staffordshire Railway is 123 miles in length, and comprises an important district, and the Company exercise a control over several important navigations.

The *Waveney Valley Railway Bill* would extend the time for the completion of that Railway, and enable the line, which is 19 miles in length, to be sold to the Eastern Counties Railway Company.

The Waveney Valley Railway Company were incorporated with a capital of 120,000 *l.*; the capital of the Eastern Counties Railway Company amounts to 10,074,000 *l.*

The *Bristol and Exeter Railway Bill* would alter the provisions of the Company's Acts with respect to raising capital, and authorise the Company to hold additional shares in the Exeter and Crediton Railway; and would enable the Company to purchase or take a lease of the North Devon and Somerset Central Railways, or enter into working arrangements with the North Devon Railway Company.

And the *Somerset Central Railway Bill* would empower that Company to extend its line, and to sell or lease its Undertaking to the Bristol and Exeter Railway Company.

The capital of the Bristol and Exeter Railway Company is 2,905,000 *l.*; the capital of the Somerset Central Railway Company is 70,000 *l.*, which by the Bill of the present Session it is proposed to increase to 140,000 *l.*

The remaining four Bills contain powers for entering into working arrangements, as well as powers of sale and lease.

The *Birkenhead, Lancashire, and Cheshire Junction Railway Bill* would empower the Great Western Railway Company to take a lease of this Company's Undertaking, and in the meantime to enter into working arrangements with the Company.

The *London and North-Western and Lancashire and Yorkshire Railway Bill* would enable the Companies to alter the station at Preston, and to purchase the Ribble Branch Railway, as well as to enter into agreements with the East Lancashire and Lancaster and Carlisle Railway Companies as to the use of the station.

The *South Wales Railway (New Railways, &c.) Bill* would amend the Company's Acts, and authorise an extension of the line at Milford Haven. The Company would be empowered to enter into agreements with the Taff Vale, the Swansea Vale, and the Great Western Railway Companies, and to lease or sell the Undertaking to the Great Western Railway Company.

And the *Plymouth Great Western Docks Bill* would enable that Company to raise 72,000 *l.* by shares, and to borrow 24,000 *l.*, and to sell or lease the Undertaking to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company.

Additional remarks upon the subject of Amalgamations will be found at page 19.

Arrangements between Companies.

Subscriptions, Guarantees, &c.

By the following Bills one Company is empowered to obtain Interest in the Undertaking of another Railway:

Name of Bill.	*Subscriptions, Guarantees, &c.*
	£.
Chester and Holyhead Railway -	134,000 by London and North Western, out of surplus capital.
Barnet and Willesden Railway -	Great Northern; amount not stated. Capital of Company 350,000 *l.*; subscription out of any funds coming to Great Northern Company.
Bristol and Exeter Railway -	100,000 out of surplus capital to Exeter and Crediton for new shares.
Dundalk and Enniskillen Railway	60,000 in equal parts, out of surplus capital, by the Dublin and Drogheda Company, and the Dublin and Belfast Junction Company.
Middlesbrough and Guisbrough Railway - - - -	76,000 original capital. 20,000 original loan. 46,000 capital proposed to be raised. 15,000 loan - ditto. Guarantee by the Stockton and Darlington Company of debenture interest, and of dividend of 6 per cent. on share capital, as above stated.
North Yorkshire and Cleveland Railway - - - -	5,000 by North Eastern Company. 15,000 by West Hartlepool; both out of surplus capital.
Severn Valley Railway - -	200,000 by Oxford, Worcester, and Wolverhampton Company out of surplus capital, on a guaranteed dividend, if so agreed.
Somerset Central Railway - -	15,000 by Bristol and Exeter Company out of surplus capital.
South Wales Railway Consolidation - - - - - -	Guarantee by the Great Western Company of dividend or interest on all or any part of the money expended in carrying out the objects of the Act.
Stockport, Disley, and Whaley Bridge Railway - - -	3,750 by the Cromford and High Peak Railway Company; by the London and North Western Company to any extent authorised by a general meeting of that Company; both out of surplus capital.
The Stockport Capital is -	150,000
Thames Embankment and Railway - - - - - -	London and North Western, Great Western, London and South Western, South Eastern, London, Brighton, and South Coast, West End of London and Crystal Palace, and Westminster Terminus Companies, may subscribe out of surplus capital.

Westminster London,

Name of Bills.	*Subscriptions, Guarantees, &c.* £.	*Arrangements between Companies.* Subscriptions, Guarantees, &c.
Westminster Terminus Railway Extension - - - -	London, Brighton, and South Coast, South Eastern, West End of London, and Crystal Palace, and Westminster Terminus Companies, may jointly or severally subscribe and raise capital; and also guarantee dividend or interest to the intended Company. The proposed capital is 150,000.	
Worcester and Hereford Railway -	130,000 by the Midland, out of new capital under this Act. 270,000 by the London and North Western Company. 100,000 by the Oxford, Worcester, and Wolverhampton Company, and 40,000 by the Newport, Abergavenny, and Hereford Company, out of surplus capital.	
Birmingham Canal Navigations -	238,300 It is proposed to extend to the sum to be raised under the Bill, the guarantee of the London and North Western Company of a dividend of 4 *l.* per share. A like guarantee on the original capital of the Canal Company was sanctioned by 9 & 10 Vict. c. 244, s. 15.	
Bridport Railway - - -	5,000 by Great Western Company out of surplus capital.	
Glasgow and South-Western Consolidation - - - -	12,035 to Ayr and Dalmellington. 16,500 to Ayr and Maybole, out of the Company's surplus capital.	
Hammersmith, Fulham, and Westminster Railway - -	60,000 by the London and North-Western, Great Western, West London, West End of London and Crystal Palace Company, and Westminster Terminus Company, or any or either of them, out of surplus capital.	
Waterford and Limerick Railway	5,000 by the Limerick and Foynes Company. 5,000 by the Limerick and Ennis Company, out of surplus capital.	
West London and Crystal Palace Railway, and Westminster Terminus Railway - - -	Power to the Brighton Company to purchase shares or stock out of present or future capital.	
Glasgow, Dumbarton, and Helensburgh Railway - -	80,000 by the Edinburgh and Glasgow Company, who are empowered to raise new capital for the purpose.	
Banff, Macduff, and Turriff Junction Railway - - - -	40,000 by the Great North of Scotland Company, out of surplus capital.	
Furness Railway - - -	30,000 on loan to the Barrow Harbour Commissioners.	
Limerick and Castleconnel Railway - - - - -	5,000 by the Waterford and Limerick out of new or surplus capital.	

Arrangements between Companies.

Subscriptions, Guarantees, &c.

Name of Bills.	*Subscriptions, Guarantees, &c.* £.
Oxford, Worcester, and Wolverhampton Railway - - -	The Company guarantee a dividend of 3½ per cent. on the shares held in the Undertaking by the Great Western Railway Company, and also save that Company harmless from the joint guarantee in favour of the Severn Navigation Commissioners, amounting to 14,000*l.*
Stockton and Stokesley Railway -	25,000 by the Stockton and Darlington, out of surplus capital.

Working Arrangements.

Working Arrangements.

The class of Bills deposited for this Session, which would appear to be most extensive, is that relating to working arrangements between Railway Companies.

Under this head are 40 Bills, of which 17 are promoted by existing Companies, and 23 by new Companies. Of the 17 Bills promoted by existing Companies, two contain running powers, and one contains running powers and power of lease, and three contain powers of amalgamation, sale, or lease. These five Bills have been mentioned under the other heads. Of the remaining 11 Bills, six would authorise new works, viz. :

The *Derbyshire, Staffordshire, and Worcestershire Junction Railway Bill* (*Alteration of Name, &c.*), by which that Company would be authorised to abandon part of its line, reduce the capital, and alter the name to that of the Cannock Railway, and the Company would be empowered to enter into traffic arrangements as to the use of the Railway with the lessee of the South Staffordshire Railway.

The *South Staffordshire Railway* (*New Branches, &c.*) *Bill* would empower that Company to raise 127,000*l.*, by shares, and to borrow 42,333*l.* to construct some additional branch lines, and to construct a station at Dudley, either jointly with the Oxford, Worcester, and Wolverhampton Railway Company, or separately, and to enter into agreements for the working or use of the Oxford, Worcester, and Wolverhampton Railway, the regulation and arrangement of the traffic, and the payment of tolls and rates leviable in respect of such traffic. The London and North-Western Railway Company would also be empowered to enter into agreements for working, using, or maintaining the South Staffordshire Railway, or part thereof. This Bill would also confirm any agreements which have been entered into between the South Staffordshire Railway Company and the London and North Western Railway Company, with respect to the working or use of portions of the London and North Western and Birmingham, Wolverhampton, and Stour Valley Railways.

The *Oxford, Worcester, and Wolverhampton* (*Improvement and Branches*) *Bill* would empower that Company to enter into agreements with the South Staffordshire Railway Company for the use of the Dudley Station, and to make Branch Railways.

The *Llynvi Valley Railway Company and the Bridgend Railway Company Bill* would consolidate the Acts of the Company, and alter the powers in several respects, and would empower the Company to enter into working arrangements with the South Wales Railway Company.

By the *Middlesbrough and Guisbrough Railway Bill*, that Company is empowered to construct a Branch Railway to the North Yorkshire and Cleveland Railway, and to enter into arrangements with the Stockton and Darlington Railway Company for the use of the new branch line.

The Stockton and Darlington Railway Company are empowered to guarantee the payment of the interest of the borrowed capital of the Middlesbrough and Guisbrough Railway Company, together with six per cent. on the share capital of that Company.

The

Arrangements between Companies.

Working Arrangements.

The *Stockport, Disley, and Whaley Bridge Railway Bill* would authorise that Company to construct a branch line to the Cromford and High Peak Railway. The London and North-Western Railway Company would be empowered to subscribe to the Undertaking, but not to raise additional capital for the purpose. The Cromford and High Peak Railway Company would be empowered to hold shares in the Undertaking to the extent of 3,750 *l.*, and to raise additional capital for the purpose. The Stockport, Disley, and Whaley Bridge Railway Company, and the Cromford and High Peak Railway Company, would be authorised to enter into agreements as to the construction, working, or using of the portions of Railway to be authorised by the Bill.

The remaining five Bills would not authorise any new works.

The *Great Northern Railway Company's Bill* would authorise the Company to raise additional capital to the amount of 1,000,000 *l.* on a guarantee of five per cent., and certain agreements between the Great Northern Railway Company and the Lancashire and Yorkshire and North-Eastern Railway Company relative to the access to the Great Northern Railway Station at Leeds would be authorised.

The *West London and Crystal Palace Railway and Westminster Terminus Railway Bill* authorises that Company to abandon the branch line to Battersea Bridge, and empowers it to enter into agreements with the London, Brighton, and South Coast and London and South-Western Railway Companies, and the three Companies may enter into agreements with the South-Eastern Railway Company with respect to this line. The London, Brighton, and South Coast Railway Company is empowered to subscribe to the West London and Crystal Palace Railways.

By the *Glasgow and South-Western Railway (Repeal, &c.) Bill*, that Company would consolidate its Acts, and be empowered to enter into agreements for working the Ayr and Dalmellington Railway.

The *Waterford and Limerick Railway Bill* would enable the Company to raise 90,000 *l.* by shares, and to borrow 30,000 *l.*, and to enter into working arrangements with respect to the station at Limerick with the Limerick and Foynes Railway Company and the Limerick and Ennis Railway Company, and these two Companies are empowered to subscribe 5,000 *l.* each toward the enlargement of the station.

The most important of the Bills of this class would however appear to be the—

Steam Communication with Ireland.

Improvement in Communication between England and Ireland Bill, by which the London and North-Western, the Chester and Holyhead, the Great Southern and Western, the Midland Great Western of Ireland, the Dublin and Kingstown, the Dublin and Drogheda, the Dublin and Belfast Junction, the Dundalk and Enniskillen Railway Companies, and the City of Dublin Steam Packet Company, and the Dublin and Liverpool Screw Steam Packet Company, or any two of them, are empowered to enter into arrangements for improving the accommodation at Dublin and Howth, and to make agreements for the conduct of the traffic. And the London and North-Western and Chester and Holyhead Railway Companies, and the City of Dublin Steam Packet Company are empowered to provide and maintain steamboats for the conveyance of the traffic between Holyhead and Dublin.

My Lords have, at page 8 of this Report, alluded to the question of a Railway Company being empowered to maintain and use steamboats; and have directed attention to the joint Report of the Board of Trade and the Railway Commissioners on certain Bills of the Session of 1848, by which it was proposed to enable Railway Companies to become the proprietors of steamboats.

My Lords would here further remark, that, in accordance with the principles laid down in that Report, Railway Companies, whose lines terminate at a port

Arrangements between Companies.

Working Arrangements.

or harbour on the sea-shore, have, in several instances, been authorised to provide and use steamboats, for the purpose of continuing the communication from the terminus of their Railway to some specified port or ports on the opposite shore. Thus, the Chester and Holyhead Railway Company, one of the Companies that are parties to the present Bill, and the London and North-Western Railway Company, as part proprietors of the Chester and Holyhead Railway, have been empowered to employ steamboats for the conveyance of their traffic between Holyhead and Dublin. But the powers applied for in the present Bill go beyond those that have been conceded in any previous case of this kind, inasmuch as they would enable those Companies to enter into arrangements with the Irish Railway Companies whose lines converge at Dublin, and with several Steamboat Companies, for the transmission and accommodation of the traffic passing by steamboats between England and Ireland. The advantage which the Chester and Holyhead and London and North-Western Railway Companies derive from their existing power of using steamboats between Dublin and Holyhead, may, in some degree, be counteracted by the competition of steamboats plying on other routes, or belonging to other parties, so long as the Irish Railway Companies are left at liberty in their relations with the proprietors of the steamboats. But if, as contemplated by the present Bill, the Irish Railway Companies, which have a terminus at Dublin, are to become parties to arrangements for carrying on the communication between the two countries by a particular route, or by the steamboats of a particular company, it is evident that the power of maintaining any effectual check in the way of competition would be greatly diminished. It is also proposed by the Bill to enable the Companies who enter into these arrangements to provide landing-places on the River Liffey and at Howth, for the accommodation of their steamboat traffic. Even if it should be necessary that the Companies should be permitted to acquire some private property for the purpose of providing conveniences of this kind, it may still be a question whether it would not be too great an interference with the competition of other parties, if these particular Companies are to be allowed, as the terms of the Bill appear to import, to acquire any peculiar or exclusive privileges with respect to the use of any *public* quay or pier.

Of the 23 Bills promoted by new Companies,—

Two, viz.—

The *Mid Kent and North Kent Junction Railway Bill*, and

The *Inverness and Elgin Junction Railway Bill*, would also confer running powers, and have been mentioned under that head at page 10.

Of the remaining twenty-one Bills, eleven would authorise Railways in England, eight in Scotland, and two in Ireland.

The *Aberdare Valley Railway Bill* would incorporate a Company for making a short Railway to join the Vale of Neath Railway, and would empower the two Companies to enter into traffic arrangements for a period not exceeding ten years, subject to the approval of the Board of Trade.

The *Bridport Railway Bill* would incorporate a Company for making a Railway about nine miles in length, from Bridport to the Wilts, Somerset, and Weymouth Railway, with a share capital of 65,000 *l.*, and power to borrow 21,000 *l.*; and the Great Western Railway Company would be empowered to subscribe 5,000 *l.* to the Undertaking. The Great Western and Bridport Railway Companies would be empowered to enter into traffic arrangements for a period of ten years, subject to the approval of the Board of Trade.

The *Great Western and Brentford (Thames Junction) Railway Bill* would incorporate a Company with a share capital of 90,000 *l.*, and power to borrow 30,000 *l.* to make a Dock near Ealing, and a short line to join the Great Western Railway, and the two Companies would be empowered to enter into working arrangements.

The

Arrangements between Companies.

Working Arrangements.

The *Exeter and Exmouth Railway Bill* would incorporate a Company with a share capital of 70,000 *l.*, and a borrowing power of 23,333 *l.* for making a Railway, six miles in length, to join the South Devon Railway, and the Company would be empowered to enter into traffic arrangements with the South Devon and Bristol and Exeter Railway Companies for a period of 10 years; the agreement to be approved of by the Board of Trade.

The *Hammersmith, Fulham and Westminster Railway Bill* would incorporate a Company with a capital of 250,000 *l.*, and a borrowing power of 83,333 ⅓ *l.* for making several short branch lines. Five Companies, viz., The Great Western, London and North Western, West London, West End of London and Crystal Palace, and the Westminster Terminus Railway Companies would be empowered to subscribe to the Undertaking; and the four Companies last mentioned would be authorised to enter into working arrangements with the Hammersmith, Fulham and Westminster Railway.

The *Luton, Dunstable and Welwyn Railway Bill* would incorporate a Company with a share capital of 120,000 *l.*, and borrowing power of 40,000 *l.*, for making a Railway from Dunstable, on the London and North Western Railway, through Luton to Welwyn, on the Great Northern Railway, with Branch Railways; and the Company is empowered to enter into agreements with the Great Northern, London and North Western, and Hertford and Welwyn Junction Railway Companies.

The *Direct South Eastern Railway Bill* would incorporate a Company for making a Railway from the North Kent Line, near Lewisham, to Tonbridge, with a share capital of 700,000 *l.*, and a borrowing power of 150,000 *l.* The Company would be empowered to enter into working arrangements with the North Kent, the South Eastern, and the West London and Crystal Palace Railway Companies.

The *Dursley and Midland Junction Railway Bill* would incorporate a Company with a share capital of 12,000 *l.*, and a borrowing power of 4,000 *l.*, for making a short Railway from Dursley in Gloucestershire to join the Midland Railway, and would empower the Company to enter into working arrangements with the Midland Railway Company.

The *Dearness Valley Railway Bill* would incorporate a Company for making a short Railway connected with the Bishop Auckland branch of the North Eastern Railway, with a share capital of 40,000 *l.*, and a borrowing power of 13,333 *l.*, and the Company would be empowered to enter into working arrangements with the North Eastern Railway Company.

The *Stockton and Stokesley Railway Bill* would incorporate a Company for making a Railway from Stockton to Stokesley, and authorise the Company to raise 70,000 *l.* by shares, and 23,300 *l.* by loan, and would empower this Company and the Stockton and Darlington and the North Yorkshire and Cleveland Railway Companies to enter into arrangements for working the traffic for a period not exceeding 10 years, and subject to the approval of the Board of Trade.

The *Carlisle and Silloth Bay Railway Bill* would incorporate a Company for making a Railway from the Port Carlisle Railway to Silloth Bay, and a Dock and Pier at Silloth Bay, with a share capital of 165,000 *l.*: viz., 75,000 *l.* for the Railway and 90,000 *l.* for the Dock, and a borrowing power of 25,000 *l.* on the security of the Railway, and 30,000 *l.* on the security of the Dock. The Company would be empowered to make arrangements with the Port Carlisle Dock and Railway Company for working the line for a period not exceeding ten years, and subject to the approval of the Board of Trade.

Eight Bills are for Railways in Scotland.

By three of these Bills powers would be conferred on the Great North of Scotland Railway Company, viz.:

1st. The *Banff, Macduff, and Turriff Railway Company* would incorporate a Company for making a Railway from the Great North of Scotland Railway to Turriff. The Company would be empowered to raise 120,000 *l.* by them,

Arrangements between Companies.

Working Arrangements.

and to borrow 40,000 *l.*, and the Great North of Scotland Railway Company would be empowered to subscribe to any amount, not exceeding 40,000 *l.*, and the two Companies would be empowered to enter into agreements.

2d. The *Inverness and Elgin Junction Railway* (*No.* 2) *Bill* would incorporate a Company with a share capital of 85,000 *l.*, and power to borrow one-third for making a Railway from Elgin to the River Spey, and the Company would be authorised to make traffic arrangements with the Great North of Scotland and Morayshire Railway Companies; and thirdly, the *Inverury and Old Meldrum Junction Railway Bill*, by which a Company would be incorporated for making a Railway from the Great North of Scotland Railway to Meldrum, with power to raise 22,000 *l.* by share, and to borrow 7,333 *l.*, and to enter into agreements for working the Railway with the Great North of Scotland Railway Company.

The Edinburgh, Perth, and Dundee Railway Company would receive powers by three Bills, viz.:

1st. The *East of Fife Railway Bill*, by which a Company would be incorporated for making a Railway from the Leven Railway to Kilconquhar, with power to raise for the purpose 32,000 *l.* by shares, and 10,600 *l.* by loans, and to enter into agreement for working the Railway with the Edinburgh, Perth, and Dundee, and the Leven Railway Companies.

2d. The *Fife and Kinross Railway Bill* by which a Company would be incorporated for making a Railway from the Edinburgh, Perth, and Dundee Railway to Kinross, with power to raise 70,000 *l.* by shares, and to borrow 23,333 *l.*, and to enter into agreement with the Edinburgh, Perth, and Dundee Railway Company for working the line.

And 3d. The *Leslie Railway Bill*, by which a Company would be incorporated for making a Railway from the Edinburgh, Perth, and Dundee to Leslie, and with power to raise for the purpose 20,000 *l.* by shares, and to borrow 6,666 *l.*, and to enter into traffic arrangements with the Edinburgh, Perth, and Dundee Railway Company.

By the *Glasgow, Dumbarton, and Helensburgh Railway Bill*, a Company would be incorporated for making a Railway from the Edinburgh and Glasgow Railway, at Cowlairs, to the Caledonian and Dumbartonshire Junction Railway, and from this latter Railway to Helensburgh, and to raise share capital for the purpose amounting to 240,000 *l.*, and to borrow 60,000 *l.* The Edinburgh and Glasgow Railway Company would be authorised to subscribe 80,000 *l.* towards the Undertaking, and to raise capital for the purpose. This Bill would empower the Edinburgh and Glasgow Railway Company to use and run over this Railway, and over the Caledonian and Dumbartonshire Junction Railway, and it would empower the Caledonian and Dumbartonshire Junction Railway Company to use and run over this Railway, and a portion of the Edinburgh and Glasgow Railway. The Companies would also be empowered to enter into traffic arrangements. The Bill also provides for the Railway to be worked and maintained by the Edinburgh and Glasgow Railway Company, and the Caledonian and Dumbartonshire Junction Railway Company are empowered by the Bill to call on the Edinburgh and Glasgow Railway Company to purchase the plant, and to work and maintain the Caledonian and Dumbartonshire Junction Railway.

The *Jedburgh Railway Bill* would incorporate a Company for making a Railway from the Kelso Branch of the North British Railway to Jedburgh, with power to raise 35,000 *l.* by them, and to borrow 11,666 ⅔ *l.*, and to enter into working arrangements with the North British Railway Company for a period not exceeding 10 years, and subject to the approval of the Board of Trade.

Two Bills are for Railways in Ireland, viz.:

1st. The *Dundalk and Blackrock Railway Bill*, by which a Company would be incorporated for making a Railway from Dundalk to Blackrock, with power to raise 12,000 *l.* by shares, and to borrow 4,000 *l.*, and to enter into traffic arrangements with the Dundalk and Enniskillen Railway Company for

for a period not exceeding 10 years, and subject to the approval of the Board of Trade. *Arrangements between Companies.*

2d. The *Limerick and Castle Connell Railway Bill*, by which a Company would be incorporated for making a Railway from the Waterford and Limerick Railway to Castle Connell, and to raise for the purpose 25,000 *l.* by shares and 8,330 *l.* by loans, with power to enter into traffic arrangements with the Waterford and Limerick Railway Company for a period not exceeding 21 years, and subject to the approval of the Board of Trade. Working Arrangements.

In their report of last Session to the General Committee on Railway and Canal Bills, my Lords adverted to the Resolutions of the Select Committee of the House of Commons of 1853 upon the subject of arrangements between Companies, and they are desirous of again drawing attention to the remarks they then made, viz.: *Report of last Session.*

"As regards the provision in these several Bills, my Lords feel it right to Page 19.
"call the attention of the General Committee to the recommendations on this
"subject by the Select Committee of the Session of 1853 upon Railway and
"Canal Bills, which are numbered 5 and 6, at pages 20 and 21 of the Fifth
"Report, viz.:

"5. 'That working arrangements between different Companies for the regula- Amalgamations.
"'tion of traffic and the division of profits should be sanctioned, under proper
"'conditions, and for limited periods; but that amalgamation of Companies
"'should not be sanctioned, except in minor or special cases, where it clearly
"'appears to the Standing Committee that the true and only object of such
"'amalgamation is improved economy of management, and consequent advan-
"'tage to the public.

"'6. That running powers should generally be discouraged on the score of Running Powers.
"'danger, and conceded only in cases where the public object of free transit
"'from one system to another cannot practically be ensured by other means.'

"It is obvious that if the General Committee adopt the views set forth in the Page 20.
"above resolutions, the amalgamations, sales, or leases contemplated by the
"several Bills which have been specified, cannot, except in very special cases,
"be allowed to take place.

"It also follows that those clauses in any Bills, by which Companies would
"be empowered to use the lines of other Companies, without any agreement
"being entered into between the Companies, would not be sanctioned."

My Lords would here observe, that the necessity there may formerly have been for allowing running powers, is now obviated by the Traffic Regulation Act of last Session, 17 & 18 Vict. c. 31, which obliges Railway Companies to afford all reasonable facilities for the transmission on their line of traffic passing from and to lines in connexion with their Railway.

In their report of last Session, my Lords further observed, that "If the
"General Committee shall agree in the foregoing resolutions, it will remain
"for them to determine, in the case of working agreements being sanctioned
"between two Companies, what are in each case the proper conditions to be
"imposed, and the proper duration of the agreements.

"In sanctioning working arrangements involving division of profit between Page 21.
"different Companies, two things seem important to be considered; viz.:

"1. That the arrangement shall not prejudice the general interest.

"2. That it shall not be, in its nature and terms, unfair between the contract-
"ing Companies.

"As regards this latter point, it appears to my Lords that if the Committee
"take such measures as appear to them necessary, in order to ensure that the
"well-advised and carefully considered and matured assent of the shareholders
"themselves has been given to the arrangements, the best means will have been
"taken for securing the interests of each party. Such arrangements do not

Arrangements between Companies.

" appear to be included in the terms of the Standing Order of the House of " Lords (No. 185), and are therefore more especially necessary to be considered " by the Committee of the House of Commons. The Order in question might, " however, be easily adapted to the present purpose by introducing the words, " ' Bills empowering any Company to *enter into working arrangements or other* " ' *combination of interest with any other Company.*'

" My Lords would further observe, that the Bills which contain powers for " the Companies to enter into working arrangements do not limit the periods " for which those arrangements are to be entered into, except in a very few " instances; and in those cases the limit is placed at from 20 to 25 years, which " is longer than appears to be consistent with the object which the General " Committee of last year had in view in the following passage; viz.,

" ' But if working arrangements not now valid in law shall be sanctioned by " ' Parliament, under definite conditions and for limited periods, capable of being " ' renewed by the same authority when approaching the term of their existence, " ' it will be in the power of the Companies to contract alliances useful for the " ' conduct of traffic, while it will be open for Parliament to interfere for the " ' prevention of permanent public mischief.'

" The words ' limited periods' will be defined by the Committee, as they think " after hearing the evidence, the circumstances of each case renders necessary
Page 22.
" or desirable. It is obvious that by limiting the time for which an arrange- " ment is first contracted to a period of five or seven years, they will more " effectually ensure its being treated as a working arrangement only, and not " as a virtual amalgamation.

" If the Committee should be of opinion that sufficient security would be " afforded by substituting the ratification of the Board of Trade for the more " costly process of a renewed application to Parliament by the Companies who " desire at its conclusion to extend the term of any such agreement, my Lords " are of opinion that a clause might properly be inserted for that purpose. " This Board will, before the expiration of the respective term of years, be in " possession of so much information respecting the will and determination of " Parliament as would guide them in sanctioning, or refusing to sanction, such " renewals. By these means the object of the Select Committee may probably " be obtained without entailing upon the Companies any cost.

" The Bills of the class at present under consideration generally contain a " clause providing that the arrangements between the Companies shall not " alter, affect, increase, or diminish the tolls and charges they are authorised " by their Acts to demand from other parties. In order to ensure an obser- " vance by the Companies of the Parliamentary limitation of the maximum " charges in their dealings with the public, it might be advisable to require the " insertion of this clause in all Railway Bills by which working or traffic " arrangements are proposed to be authorised.

" It appears to my Lords to deserve the consideration of the Committee, " whether the provisions in the several Bills, as well as those requiring Com- " panies to afford facilities for the transmission over their lines of the traffic of " other lines, as those sanctioning working arrangements, might not usefully be " made of a more uniform character; those provisions which on consideration " are deemed to be best adapted for securing the object intended, being adopted " in all Bills of the same class."

CAPITAL ARRANGEMENTS.

Capital Arrangements.

There are 12 Bills which would relate exclusively to the capital arrangements of the Companies; of these, four would only give a power of raising additional capital to be applied to the purpose of the former Acts; viz.—

By the *Leeds, Bradford, and Halifax Junction Railway Bill*, the Company would be empowered to raise by it 150,000 *l.*

The *Monmouthshire Railway Canal Bill* would empower the Company to raise 202,000 *l.* by shares on a guarantee of six per cent., and to borrow 67,500 *l.*

The *Vale of Neath Railway Bill* would empower the Company to raise 120,000 *l.* by shares on a guarantee of six per cent., and to borrow 40,000 *l.*

The *Limerick and Foynes Railway Bill*, by which the Company would be empowered to borrow 65,000 *l.*

The other eight Bills are as follows, viz.:

The *Colchester, Stour Valley, Sudbury, and Halstead Railway Bill*, with preference shares, to pay off the mortgagees' debts.

The *Furness Railway Bill* would consolidate the Acts of the said Companies, and enable the Company to raise 75,000 *l.* by shares, and to borrow 25,300 *l.*

The *Manchester, Sheffield, and Lincolnshire Railway Bill* would authorise the Company to capitalise the arrears of dividend, and would regulate the share capital.

The *South-Eastern Railway Bill* would enable the Company to raise 500,000 *l.* by shares, to bear a preferential dividend of 5 *l.* per share, and to form one-third of the share capital, and to create guaranteed shares to capitalise their mortgage debt.

The *St. George's Harbour Bill* alters the provisions respecting the borrowing powers of the Company, by enabling the powers to be exercised so soon as one third of the share capital has been subscribed, and one half of that third paid up and expended, with the view to enable the Company to complete their Railway and Pier, which is an essential portion of their undertaking, before the Harbour is commenced.

The *Caledonian Railway Bill* would enable the Company to borrow 500,000 *l.* for increasing their accommodation, and would empower them to capitalise their mortgage debt. Any shares created for this purpose would be preference shares, with a priority over the existing preferential capital of the Company.

The *Dundee, Perth, and Aberdeen Junction Railway Bill* would consolidate the Company's Acts, and alter their borrowing powers.

The *Cork and Bandon Railway Bill* would alter the liability of the baronies as regards the Bantry Extension Railway. This Bill is further alluded to at page 25.

EXTENSION OF TIME.

Extension of Time.

Four Bills are placed under this head, viz.:

The *Bognor Railway Bill.*

The *Cornwall Railway Bill*, which would also alter the provisions as to capital.

The *East Kent Railway Bill*; and,

The *South Wales Railway* (*Extension of Time, &c.*) *Bill*, by which the abandonment of the Pembroke Line would be authorised.

The last-named Bill has been rejected on the second reading.

The object of the East Kent Railway Bill is to amend the Company's former Act, with respect to the provisions contained in it, for securing the completion of the Railway within a limited time. By the Act referred to, which passed in 1853, the East Kent Railway Company were incorporated for making a Railway, in extension of the North Kent Line of the South Eastern Railway, from Strood across the Medway to Rochester and Chatham, and thence to Canterbury, and the Act provided for the completion within 18 months of the foundations and abutments of the bridge by which the Railway is to be carried across the Medway, and for the completion of the whole line within five years from the passing of the Act. And in compliance with the Resolutions of the House of Commons of the 15th April 1853 (founded on the recommendations of the Select Committee on Railway and Canal Bills, and now embodied in the 136th Standing Order of the House of Commons), a clause was inserted in the Act, by which it was enacted that the sum of 50,550*l.* deposited by the promoters pursuant to the Standing Orders, should remain in deposit as a security for the completion of the Works.

By the present Bill, after stating that difficulties have been experienced by the Company in prosecuting the works, so as to ensure their completion within the time prescribed by the Act, it is proposed to enable the Company to obtain the repayment to them of this deposit of 50,550 *l.*, under an engagement to apply the money to the construction of the bridge and approaches, and to complete the bridge within two years from the passing of the Bill; and it is also proposed to extend to seven years the time for the completion of the Railway generally.

In the preamble of the Bill the Company insist on the great importance of expediting the construction of the bridge as the means of supplying a continuous Railway communication between the Metropolis, Deptford, and Woolwich, and the Dockyards and Arsenal at Chatham; and there appears to be no doubt that the extension of the Railway from Strood to Chatham would be of advantage to the Military and Naval Departments. The bridge with the approaches forming such an extension is an expensive work, which could not, by itself, be expected to remunerate the Company for the outlay; but its construction is essential to the formation of the Railway, and it may be considered as an integral work, the completion of which it would be desirable to ensure without unnecessary delay. The object contemplated by the Order of The House, in detaining the deposit, appears to have been to prevent the mischief that had arisen from Railway schemes being brought before Parliament for purposes of speculation, or of opposition to rival companies, and being abandoned after the powers had been obtained. Under the circumstances above mentioned, it may be a fair question for consideration, whether it would be inconsistent with the principle of the Standing Order to allow the release of this deposit, if the Bill provide a sufficient security that the money will be duly employed in the construction of the bridge and so much of the approaches as would afford the means of communication with the naval and military establishments at Chatham.

MISCELLANEOUS.

Miscellaneous.

There are four Bills under the head of Miscellaneous.

One of these, viz., the *Great Northern Railway (Church and Schools at Doncaster) Bill*, would authorise the Great Northern Railway Company to erect and endow a church and schools at Doncaster for the use of the Company's servants and workmen and their children.

Another, viz., the *South-Eastern Railway (Powers to fill up the Medway Canal, &c.) Bill*, would enable the Company to fill up and dispose of a large portion of the Medway Canal between Gravesend and Rochester, which was purchased by them and converted in part into a Railway.

The remaining two Bills are promoted by the Oxford, Worcester, and Wolverhampton Railway Company.

By one, viz., the *Oxford, Worcester, and Wolverhampton Railway (Postponement of Completion, &c.) Bill*, the Company would be empowered to complete the line on the narow gauge, and be relieved from the liability to complete the line on the broad gauge, unless the Board of Trade, after due investigation, considered it necessary for the interests of the public that the main line should be completed with a double line on the broad gauge. In that case the Board of Trade are to make an order respecting the completion, after having given the Company four months' notice of their intention; which notice is to be fixed between the 1st July and 1st November in any year.

By the other Bill, viz.:

The *Oxford, Worcester, and Wolverhampton Railway (Completion of Narrow Gauge) Bill.* The Company would be relieved altogether from the liability to complete the broad gauge, and would be empowered to take up the broad-gauge rails at present laid, except between Wolverhampton and Priestfield, a distance of about 1½ miles, which the Great Western Railway Company have power to use.

These two last Bills are further alluded to at page 26.

CAPITAL.

Capital.

My Lords think it desirable to draw attention to the remarks which they made last year on this subject, which appear applicable equally to the Bills now before Parliament, viz.:

"In many of the Bills for the construction of new works by existing Com- Page 22. *Report of last Session.*
"panies provision is not made for raising additional Capital, but the Companies
"are empowered to apply to the construction of the proposed works any money
"they may have been authorised to raise by previous Acts, and which may not
"be required for the purposes to which it was applicable under the provisions
"of those Acts. In order to protect the shareholders as well as the public
"from the mischief that might arise from the application of the funds of
"Railway Companies to objects not sanctioned by Parliament, and not in con-
"templation at the time when their powers were obtained, it appears of im-
"portance that every suitable opportunity should be taken of ascertaining and
"limiting the amount of money they may raise, and of defining its appropria-
"tion. With this view it may deserve consideration, with respect to the Bills
"above referred to, whether it should not be required that the particulars of the
"surplus capital should be set forth in the Bill, and its amount ascertained by
"the Committee, and that the portion and amount intended to be applied to
"the new schemes should be specified, and its application restricted to the
"purposes described in the Bill.

Capital.

" Previously to the year 1847, considerable laxity prevailed in the manner of " framing the provisions relating to the raising of capital in Railway Bills, and " powers of this kind were frequently given without any express limitation of " the purposes to which the money should be applied. In 1847, the Commis- " sioners of Railways, in their Reports to Parliament on the Railway Bills of " that Session, had occasion to remark on this and other irregularities in the " form of the money powers. And in 1848, the Select Committee of the House " of Commons on Railways, in their Third Report, suggested that Committees " on Railway Bills should in future give increased attention to the money clauses " of such Bills, and more especially that they should refuse to allow any power " of raising money, unless the general application of such money was set forth " in the Bill. And this recommendation of the Committee was enforced by an " Order of the House of Commons of the 31st May 1848. Since that time it " has become the established practice in Bills authorising Railway Companies to
Page 23. " raise money by shares or loan, to provide that the money to be raised by either " mode shall be applied to the purposes of the Act, and to no other purpose."

LEASES TO INDIVIDUALS.

Leases to Individuals.

Under this head would appear to be included

The *Londonderry and Coleraine Railway Bill,*

The *North Yorkshire and Cleveland Railway Bill,* and

The *South Wales Mineral Railway Bill.*

Report of last Session.

The following are the remarks which my Lords made last year on Bills of this nature, viz.:

Page 23.

" With respect to the transfer of the undertakings and powers of the Com- " panies to private individuals, questions may arise as to the policy of such a " measure on several grounds.

" It would deprive the public of the security which, on the usual plan of " vesting the powers in an incorporated Company, is afforded by the establish- " ment of a permanent body responsible for the proper construction, mainte- " nance and management of the Railway.

" The lessees might assign their interest in the Railways to other parties, and " provide for its transmission to their personal representatives. It might there- " fore eventually devolve upon and become divisible amongst an indefinite " number of persons; and it might thus become difficult to ascertain the parties " responsible for the performance of the duties imposed by law on the pro- " prietors of public passenger Railways; and there appears to be no security " provided that the property in the Railway and plant may not become liable for " the private debts and engagements of the proprietors for the time being, and " be resorted to for the satisfaction of those debts and engagements.

" These considerations appear to apply with nearly equal force to the case of " a *lease* to private individuals as to that of an *absolute transfer*, and may render " it advisable that, if under the circumstances of the case the Committee should " think it expedient to authorise the lease, it should be limited to a short term " of years, and that the powers and duties of the lessees should be carefully " defined.

Guarantees by Counties in Ireland.

GUARANTEES BY COUNTIES IN IRELAND.

One Bill appears to come under this head, viz., The *Cork and Bandon Railway (Bantry Extension) Bill.*

The following are the remarks which my Lords made last year on this subject, viz: *Report of last Session.*

" Provisions of this kind were first of all introduced into the public general " Act, 12 & 13 Vict., c. 62, for authorising an advance of public money for the " completion of the line of the Midland Great Western Railway of Ireland " between Athlone and Galway, and the interest of the loan was guaranteed " under that Act by the baronies of the district adjoining the Line. Similar " provisions have in subsequent years been inserted in several of the special Acts " of Irish Railway Companies. The adoption of these provisions in the special " Acts alluded to, has proceeded in each instance, as appears from the Reports " of the Committee of the House of Commons on the Bills, upon a special " inquiry into the circumstances of the case. Page 23.

" My Lords are not aware of any objection in principle to arrangements of " this kind, where the traffic is insufficient fairly to remunerate the Line, but they " would suggest for consideration, whether it would be desirable that the Board " of Works in Ireland should be desired to report upon the circumstances under " which this obligation is sought to be imposed upon the baronies in each of " these cases respectively."

Intra-Metropolitan Lines.

INTRA-METROPOLITAN LINES.

Two Bills are included under this head, viz.:

The *Metropolitan Railway Bill,*

for deviations of their Line;

The *Thames Embankment Railway Bill,*

by which a new Line in the bed of the Thames is proposed.

In their remarks upon this subject last year My Lords observed that " in " 1846 a Royal Commission was appointed to investigate and report upon " the various projects for Railways, which would be situated within or in the " immediate vicinity of the metropolis. The limits to which the attention of " the Commission was confined were as follows, viz., the Edgeware-road from " Oxford-street to the intersection with the New-road. The New-road and " City-road to Finsbury-square; Bishopsgate-street to London Bridge; High- " street, Borough; Blackman-street, Borough-road, Lambeth-road, Vauxhall- " road, Vauxhall Bridge, Vauxhall Bridge-road, Grosvenor-place, and Park- " lane. Page 24.

" This Commission made several recommendations, of which the second bears " particularly upon the present scheme, and is as follows, viz.:

" ' That if at any time hereafter it should be deemed advisable to admit Rail- " ' ways within those limits, this should be done in conformity with some uniform " ' plan, carefully laid down under the authority of Your Majesty's Government, " ' and sanctioned by the wisdom of Parliament; and that under no circumstances " ' should the thoroughfares of the metropolis, and the property and comfort of " ' its inhabitants, be surrendered to separate schemes brought forward at different " ' times, and without reference to each other.'

Intra-Metropolitan Lines.

"It will be in the recollection of the General Committee, that, in 1842, a "Commission was appointed for inquiring into the most effectual means of "improving the metropolis, over which the present Duke of Newcastle, then "Chief Commissioner of Woods, presided. The Commissioners inquired at "great length, and with great particularity, into the best mode of improving "the Thames, as a means of communication both by water and upon Quays, "and also with a view to the beauty of the Metropolis. If the Committee shall "be of opinion that the caution contained in the foregoing resolution of Lord "Canning's Commission ought to be observed in respect of this most important "branch of the question of Metropolitan Railways, my Lords would suggest, "whether in order to give effect to it the Committee would think it desirable "to communicate more particularly with the present Chief Commissioner of "Works."

GAUGE.

Gauge.

My Lords would observe, that by the Gauge Act of 1846 it was enacted that, unless it should be otherwise specified in the special Act authorising the construction of a Railway, all future Railways should be constructed upon a gauge of 4 ft. 8½ ins., with the exception of Railways forming Branches of the Great Western Railway, or situated in the counties of Somersetshire, Dorsetshire, Devonshire, and Cornwall.

There are four of the Bills proposed in the present Session to which it appears desirable to direct attention under this head, viz.,

The *Direct Manchester and Milford Haven Railway Bill.*

The *Staines, Woking, and Wokingham Railway (Reading Junction) Bill.*

The *Oxford, Worcester, and Wolverhampton Railway (Postponement of Completion of Broad Gauge) Bill.*

The *Oxford, Worcester, and Wolverhampton Railway (Completion of Narrow Gauge) Bill.*

By the first, viz., The *Direct Manchester and Milford Haven Railway Bill*, it is proposed to authorise the construction of a Railway from the Carmarthen and Cardigan Railway, which is a Railway on the Broad Gauge, to the Llanidlloes and Newtown Railway, which is on the narrow gauge; and this latter line is proposed to be connected with the Shrewsbury and Chester Railway by means of the Newtown and Oswestry Railway. The Direct Manchester and Milford Haven Railway is proposed to be constructed on the Broad Gauge. It will form a link in the communication between Milford Haven and the South-Western district of South Wales, and the manufacturing districts. It appears important that the question of the Gauge of this Railway should be carefully considered, with a view to mitigating, as far as possible, the evils of a break of Gauge.

The *Staines, Woking, and Wokingham Railway Bill* would authorise a junction at Reading, between the Reading, Guildford, and Reigate Railway, which is on the Narrow Gauge, and the Berks and Hants branch of the Great Western Railway, which is on the Broad Gauge. An Act of last Session, however, requires that in a stipulated time the Narrow Gauge shall be laid on this line; and although the Bill makes no express provision on the subject, it is presumed that it is intended to join this Narrow Gauge line.

The other two Bills relate to the Oxford, Worcester, and Wolverhampton Railway, and have for their object to relieve the Oxford, Worcester, and Wolverhampton Railway Company from their liability to complete the Railway upon the Broad Gauge. The Oxford, Worcester, and Wolverhampton Railway Company was incorporated by Act of Parliament in 1845, and authorised to construct a Railway from Oxford to Wolverhampton, which was to be capable of being worked continuously with the Great Western Railway, but the northern portion, which joined the Narrow Gauge lines, was to be on the Mixed Gauge. In default of the line being completed by the Oxford, Worcester,

cester, and Wolverhampton Railway Company, the Great Western Railway Company were to enter upon and complete it. The Oxford, Worcester, and Wolverhampton Railway Company, after they had commenced the construction of their line, were unable to proceed with it; in consequence of which the late Board of Commissioners of Railways, upon the application of many of the residents along the line, commenced proceedings against the Great Western Railway Company, to compel them to complete the Railway, but these proceedings were stopped, because the Oxford, Worcester, and Wolverhampton Railway Company recommenced the works themselves. This Company completed various portions of the line in the North, in connexion with the Narrow Gauge lines, and opened them on the Narrow Gauge only, and in 1852 they extended the line to Evesham on the same gauge. In the course of 1853 they completed a single line between Evesham and Wolvercot, which is the point of junction with the Great Western Railway. This line was laid on the Mixed Gauge; and the Company have since that time completed a single Line in the Mixed Gauge between Evesham and Wolverhampton, and possess, therefore, a single Mixed Gauge Line along the entire length of their Railway. A connecting line has been made from the Oxford, Worcester, and Wolverhamption Railway, at Handborough, to the Buckinghamshire Railway, which is worked by the London and North Western Railway Company; and the stock of the Oxford, Worcester, and Wolverhampton Railway Company is adapted to the Narrow Gauge. It will be for the Committee to determine how far it is advantageous for the public that the Company, possessing as it does a Mixed Gauge line, should be allowed to remove one of the Gauges. *Gauge.*

In their report upon the Railway Bills of last year, my Lords made the following remarks on the subject of a Mixed Gauge: *Report of last Session.*

"It is probably not necessary for my Lords specifically to refer to the pro- Page 26.
"visions of the Gauge Act passed in 1846, and the Resolutions of the House
"of Commons on which that Act was founded, or to the Report of the Gauge
"Commissioners and minute of the Board of Trade, which preceded the
"passing of those Resolutions; but it may be convenient to the Committee
"to be reminded that in the year 1847 the House of Lords called upon the
"Commissioners of Railways to report upon the Railway communication
"between London and Birmingham, and that in their Report, printed in 1848,
"the Commissioners entered at large into the comparative advantages of each
"Gauge, and into the question how far those advantages can be combined by
"the adoption of the Mixed Gauge. The advantage of the Mixed Gauge will
"depend in each case upon the comparative importance of avoiding the break
"of Gauge on one side, and of obviating the necessity for additional sidings,
"and other station accommodation on the other. My Lords, however, feel it
"properly belongs to them to state that they see no sufficient reason to doubt
"that a Mixed Gauge line may be safely worked, provided the Companies are
"working amicably over it; and any danger to be apprehended from the rivalry
"of Companies working over a Mixed Gauge line will be removed so soon as
"full effect shall have been given by Parliament to the intention of the Com-
"mittee of last year that facility clauses shall take the place of running
"powers. Hitherto a mixture of Gauge has almost always implied hostility of Page 27.
"interest between different Companies working over the same superfices. It
"appears to be in that diversity of interest, rather than in the difference of
"gauge that the danger has consisted."

GROUPING.

The only Bills which propose Lines directly competing with each other are as follows: *Grouping.*

In England:

The *Stockton and Stokesley Railway Bill.*

The *North Yorkshire and Cleveland Railway (Branches) Bill.*

The *Middlesbrough and Guisbrough Railway (Branches) Bill.*

Grouping.

In connexion with these may be mentioned:

The *Stockton and Darlington (Branches, &c.) Bill*, and the *Dearness Valley Railway Bill.*

In Scotland:

The *Great North of Scotland Railway (Extension) Bill.*

The *Inverness and Elgin Railway Bill.*

The *Inverness and Elgin Railway Bill*, No. 2.

The following Bills are classified according to districts, or have a mutual bearing upon each other, or affect the same Railways, viz.:

ENGLAND.

In the Metropolis:

The *Thames Embankment and Railway Bill.*

The *Metropolitan Railway (Alteration) Bill.*

The *London and Blackwall Railway (Widening, &c.) Bill.*

The South-Eastern Railway Company would be affected by the *South-Eastern Railway (Medway Canal) Bill.*

The *South-Eastern (Power to raise additional Capital) Bill;* and in connexion with these may be mentioned the *East Kent Railway Bill*, which does not, however, give any power to the South-Eastern Railway Company.

The *Direct South-Eastern Railway Bill* would affect the interests of the South-Eastern Railway Company, as also the *Mid Kent and North Kent Junction;* this Bill would also affect the London, Brighton, and South Coast.

The South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, and the London and South-Western Railway Company would be affected by the *West London and Crystal Palace Railway, and Westminster Terminus Railway Bill*, as well as by the *Westminster Terminus Railway Extension Bill.*

The *Hammersmith, Fulham, and Westminster Railway Bill* would affect the same district; but it would confer powers on the West End of London and Crystal Palace Railway Company, the Great Western Railway Company, the West London Railway Company, and the Westminster Terminus Railway Company.

These latter Railways would have the effect of facilitating the communication between the districts to the North and to the South of London; and in connexion with these may be mentioned the *Barnet and Willesden Railway Bill*, which would connect the Great Northern Railway with the London and North-Western and West End Railways.

The *Great Western and Brentford Railway Bill* lies in the same district, but would not appear to affect any but the Great Western Railway Company.

The London and North-Western, and the Great Northern Railway, would be connected at a point further to the north by the *Luton, Dunstable and Welwyn Junction.*

The communication between Railways to the West and South of London would be affected by the *Staines, Woking, and Wokingham Railway (Construction, &c.) Bill.*

The *Staines, Woking, and Wokingham (Alteration, &c.) Bill*, and in this place may be mentioned the *Portsmouth Railway (Deviation) Bill*, and the *Caterham Railway (Extension, &c.) Bill.*

The

Grouping.

The following Bills may be mentioned in connexion with each other as having a bearing upon the Great Western Railway Company, viz.:

The *Oxford, Worcester, and Wolverhampton Railway (Completion of Narrow Gauge) Bill.*

The *Oxford, Worcester, and Wolverhampton (Postponement of Completion of Broad Gauge).*

The Oxford, Worcester, and Wolverhampton Railway Company have also a Bill for short Branch lines, termed *The Oxford, Worcester, and Wolverhampton Railway (Improvement of Branches) Bill,* and the *Worcester and Hereford Railway Bill,* as well as the *Severn Valley Railway Bill,* would confer powers on the Oxford, Worcester, and Wolverhampton Railway Company.

There is an important Bill by which the Great Western Railway would be extended to Birkenhead and the manufacturing districts, viz.:

The *Birkenhead, Lancashire, and Cheshire Junction and Great Western Railway Bill.*

In connexion with this must be considered *The Newtown and Oswestry Railway Bill,* and *the Direct Manchester and Milford Haven Railway Bill,* which would connect the South Wales District with Chester.

By *The South Wales (New Branches, &c.) Bill,* that Railway might be purchased, leased, or worked by the Great Western Railway Company, and the Great Western Railway Company would also receive powers to make a short Branch Line by the *Abingdon (Junction Branch) Bill.*

The *Plymouth Great Western Docks Bill* may be mentioned here, by which the Great Western, Bristol and Exeter, and South Devon Railway Companies would be empowered to purchase the Undertaking.

The following Bills would authorise Works, or confer powers in connexion with Railways, in South Wales:

The *Carmarthen and Cardigan Railway (Deviation, &c.) Bill.*

The *South Wales (Extension of Time) Bill.*

The *South Wales Mineral Railway Bill.*

The *Aberdare Valley Railway Bill.*

The *Vale of Neath Railway (further Capital, &c.) Bill.*

The *Llynvi Valley Railway Company* and the *Bridgend Railway Company Bill.*

The *Swansea Vale Railway (Improvements, &c.) Bill.*

The *Swansea Docks and Mineral Vallies Railway Bill.*

The *Rhymney Railway (Extension, &c.) Bill,* and

The *Monmouthshire Railway and Canal Company (Amendment of Act, &c.) Bill.*

The following Bills are connected with Railways in the West and South district of England, but have not much bearing upon each other:

The *Dursley and Midland Junction Railway Bill.*

The *Bristol and Exeter Railway (Amendment of Acts) Bill.*

The *Exeter and Exmouth Railway Bill.*

The *West Somerset Mineral Railway Bill.*

The *Somerset Central Railway (Amendment, &c.) Bill.*

The *Bridport Railway Bill.*

Grouping.

The *Cornwall Railway (Extension of Time) Bill.*

The *Salisbury and Yeovil Railway (Deviation, &c.) Bill.*

The *Bognor Railway (Extension of Time) Bill.*

The *Stokes Bay and Isle of Wight Railway Pier and Telegraph Bill,* and The *London and South-Western Railway (Acts Amendment) Bill,* which would authorise a short Branch Line at Nine Elms, and revive the powers of the Basingstoke and Salisbury Railway.

In the Midland district are,—

The *Ipstones Mineral Railway Bill.*

The *Derbyshire, Staffordshire, and Worcester Junction Railway Bill.*

The *Birmingham Canal Navigations Bill.*

The *South Staffordshire Railway (New Branch, &c.) Bill.*

The *Cromford and High Peak Railway Bill.*

The *Stockport, Disley, and Whaley Bridge Railway (Power to Construct, &c.) Bill.*

A very important Bill is the *North Staffordshire Railway (Transfer to London and North-Western) Bill,* as affecting important Railways and water communication in the counties of England; and the *Chester and Holyhead Junction Railway (Extension, &c.) Bill* would give the London and North-Western Railway Company a larger interest in that line. In connexion with these may be mentioned *The Improvement in communication between England and Ireland Bill,* before referred to (page 15), by which the London and North-Western Railway Company and the Chester and Holyhead Railway Companies in England, and several Railway Companies in Ireland, as well as two Steamboat Companies, would be empowered to enter into arrangements with each other.

The London and North-Western Railway Company would also receive powers by

The *London and North-Western and Lancashire and Yorkshire Railways (Enlargement of Preston Station) Bill.* In connexion with this may be mentioned the *Lancashire and Yorkshire and Blackburn Railway Companies' Amalgamation Bill.*

The *St. George's Harbour Bill* affects a Company possessing a Railway in connexion with the Chester and Holyhead Railway.

The following Bills would affect the Eastern Counties, viz.:

The *Waveney Valley Railway Bill.*

The *Colchester, Stour Valley, Sudbury, and Halstead Railway Bill.*

Although not in the same district, the *Leeds, Bradford, and Halifax Railway Bill* is for a somewhat similar purpose, as well as the *Manchester, Sheffield, and Lincolnshire Railway (Power to Capitalise, &c.) Bill.*

The following Bills would affect the Eastern and North District, viz.:

The *Manchester, Sheffield, and Lincolnshire Railway (Branch, &c.) Bill.*

The *Spalding, Bourn, and Stamford Railway, and Spalding Waterworks Company.*

The *Great Northern Railway (Church and Schools at Doncaster) Bill.*

The *Great Northern Railway (Increase of Capital, &c.) Bill.*

The *South Yorkshire and River Dun Company (Extension) Bill.*

The

The following Bills are connected with the North-West Coast of England; viz.— *Grouping.*

The *Furness Railway (Amendment, &c.) Bill.*

The *Maryport and Carlisle (Improvement, &c.) Bill.*

The *Carlisle and Silloth Bay Railway and Dock Company.*

SCOTLAND.

The *Jedburgh Railway Bill.*

Caledonian Railway (Additional Capital, &c.) Bill.

Glasgow and South-Western Railway (Consolidation) Bill.

Glasgow and South-Western Railway (Power to provide Steam Vessels).

The two following Bills are connected with each other; viz.—

The *Glasgow, Dumbarton, and Helensburgh Railway Bill,* and

The *Edinburgh and Glasgow Railway (Amendment of Acts, &c.) Bill.*

The remaining Bills are as follows; viz.—

The *Leslie Railway Bill.*

The *East Fife Railway Bill.*

The *Fife and Kinross Railway Bill.*

The *Dundee, Perth, and Aberdeen Junction Railway (Conversion, &c.) Bill.*

The *Inverury and Old Meldrum Junction Railway Bill.*

The *Banff, Macduff, and Turiff Railway Bills.*

IRELAND.

The following Bills have some bearing upon each other; viz.—

The *Limerick and Castle Connell Railway Bill.*

The *Waterford and Limerick (Additional Capital) Bill.*

The *Limerick and Foynes (Alteration, &c.) Bill.*

The two following Bills affect the Capital arrangements of the Companies; viz.—

The *Londonderry and Coleraine Railway Bill.*

The *Cork and Bandon Railway Bill.*

The remaining Bills have not much connexion with each other; viz.—

The *Cork and Youghal (Extension) Bill.*

The *Wicklow Mineral Railway Bill.*

The *Dundalk and Blackrock Railway Bill.*

The *Dundalk and Enniskillen (Extension) Railway Bill.*

The *Ulster Railway (Extension) Bill.*

The *Belfast and County Down (Extension) Bill.*

Signed, by Order of the Lords of the Committee of Privy Council for Trade,
Board of Trade, 12 March 1855. *James Booth.*

RAILWAY AND CANAL BILLS.

REPORT of the Board of Trade on the Railway and Canal Bills of Session 1855.

(*Mr. Strutt.*)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1855.

121.

Under 8 *oz.*

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 26 March 1855;—*for*,

RETURNS "showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to raise by Acts passed previous to and in 1854, the AMOUNT of SHARE CAPITAL actually paid up on the 31st day of December 1854, separating the ordinary Share Capital, which does not receive, or is not entitled to receive, any Preferential Dividend or Interest from that which bears a Preferential Dividend or Rate of Interest, stating the Amount of Dividend upon such ordinary Share Capital, as well as the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend it is entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of December 1854, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the TOTAL AMOUNT the Company retained Powers at the end of 1854 to raise, either on existing SHARES, or by creating new SHARES, or by LOANS; the Length of Line Open for Traffic on the 31st day of December 1854, distinguishing Single and Double Portions; the Length of Line in course of Construction at the end of 1854, the Length of Line each Company is authorised to construct, but which was not commenced on the 31st day of December 1854; and, consequently, the Total Length for which each Company has obtained Powers:"

"Of the AMALGAMATION of RAILWAY COMPANIES which has been effected, either by Purchase, Lease, or otherwise, during 1854, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected:"

"And, from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction had been allowed to expire, previous to the 31st day of December 1854, without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines (in continuation of Parliamentary Paper, No. 494, of Session 1854)."

(*Mr. Wilson.*)

Ordered, by The House of Commons, *to be Printed,*
11 *August* 1855.

RETURNS showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to separating the Ordinary Share Capital, which does not receive, or is not entitled to receive, any Preferential Dividend or Share Capital, as well as the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend it is December 1854, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the SHARES, or by LOANS; the Length of Line open for Traffic on the 31st day of December 1854, distinguishing Single and Double construct, but which was not commenced on the 31st day of December 1854; and, consequently, the Total Length for which

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
Aberdare:—(Railway on Lease to the Taff Vale Railway Company).	50,000 – –	16,600 – –	– –	– –	66,600 – –	50,000 – –	–	– – –	–	
Aberdeen – – – – –	1,359,778 13 4	419,888 17 10	– –	– –	1,779,667 11 2	810,043 – –	Nil.	276,117 – – 144,523 – –	6 7	
Alford Valley – – – –	100,000 – –	33,333 6 8	– –	– –	133,333 6 8	4,344 – –	–	– – –	–	
Ambergate, Nottingham, and Boston and Eastern Junction.	1,932,000 – – Reduced.	643,666 – – *See* Note.	– –	– –	1,433,333 – –	720,562 – –	2½ p' cent.	– – –	–	
Arbroath and Forfar:—(Railway on Lease in perpetuity to the Aberdeen Railway Company).	250,000 – –	16,666 – –	– –	– –	266,666 – –	171,517 – –	5¼ p' cent.	40,000 – –	5	5.
Ashburton, Newton, and South Devon.	130,000 – –	43,333 – –	– –	– –	173,333 – –	10,527 – –	–	– – –	–	
Ayr and Dalmellington – –	51,750 – –	50,250 – – Reduced. *See* Note.	– –	– –	69,000 – –	50,812 – –	–	– – –	–	
Ayr and Maybole Junction – –	– – –	– – –	33,000	10,000	43,000 – –	6,227 – –	–	– – –	–	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	125,000 – –	41,600 – –	– –	– –	166,600 – –	25,000 – –	–	– – –	–	
Bagenalstown and Wexford –	– – –	– – –	270,000	90,000	360,000 – –	22,025 – –	–	– – –	–	10.
Ballymena, Ballymoney, Coleraine, and Portrush Junction.	200,000 – –	60,000 – –	– –	– –	260,000 – –	82,732 – –	–	– – –	–	
Banbridge, Newry, Dublin, and Belfast Junction.	40,000 – –	8,000 – –	– –	– –	48,000 – –	8,311 – –	–	– – –	–	
Bangor and Caernarvon:—(Railway on Lease to the Chester and Holyhead Railway Company).	120,000 – –	20,000 – – *See* Note.	40,000	– –	160,000 – –	150,000 – –	4 p' cent.	– – –	–	

raise by Acts passed previous to and in 1854, the AMOUNT of SHARE CAPITAL actually paid up on the 31st day of December 1854, Interest from that which bears a Preferential Dividend or Rate of Interest, stating the Amount of Dividend upon such Ordinary entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of TOTAL AMOUNT the Company retained Powers at the End of 1854 to raise, either on existing SHARES, or by creating new Portions; the Length of Line in course of Construction at the End of 1854; the Length of Line each Company is authorised to each Company has obtained Powers.

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st December 1854.			Length of Line in course of Construction on the 31st December 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	16,600 - -	4¼	66,600 - -	- - -	7 74	- -	7 74	- -	- -	7 74	
	110,506 - -	4	1,704,541 - -	75,126 11 2	6 69	51 36	58 25	- -	- -	58 25	
	59,435 - -	4½									
	2,100 - -	4¾									
	179,090 - -	5									
	122,727 - -	5½									
	- - -	-	4,344 - -	128,989 6 8	- -	- -	- -	- -	15 77	15 77	- - Undertaking abandoned.
	86,250 - -	3½	894,312 - -	539,021 - -	- -	19 60	19 60	- -	2 75	22 55	- - By the 17 & 18 Vict. c. 171, the Capital of the Company is fixed at 1,075,000 *l.*, and the loan at 358,333 *l.*, causing a reduction of 857,000 *l.* on the Capital, and of 285,333 *l.* on the Loan.
	87,500 - -	4									
5.	- - -	-	211,517 - -	55,149 - -	- -	15 20	15 20	- -	- -	15 20	
	- - -	-	10,527 - -	102,806 - -	- -	- -	- -	- -	10 31	10 31	- - Undertaking abandoned.
	- - -	-	50,812 - -	18,188 - -	- -	- -	- -	15 47	- -	15 47	- - There is a reduction of 33,000 *l.* in the Loan as compared with the previous Statement.
	- - -	-	6,227 - -	36,773 - -	- -	- -	- -	- -	5 16	5 16	
	- - -	-	25,000 - -	141,600 - -	- -	- -	- -	- -	6 30	6 30	
10.	- - -	-	22,025 - -	337,975 - -	- -	- -	- -	6 65	35 27	42 12	
	- - -	-	82,732 - -	177,268 - -	- -	- -	- -	- -	34 64	34 64	
	- - -	-	8,311 - -	39,689 - -	- -	- -	- -	3 0	3 51	6 51	
	- - -	-	150,000 - -	10,000 - -	7 7	- -	7 7	- -	- -	7 7	- - A portion of the Share Capital authorised by the Act of 1854 is in substitution of the sum of 20,000 *l.* authorised to be raised on mortgage under the Act 14 & 15 Vict. c. 21.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		
Bedale and Leyburn	50,000 – –	16,000 – –	– –	– –	66,000 – –	21,073 – –	–	– – –		–
Bedford:—(Railway on Lease to the London and North Western Railway Company).	– – –	– – –	– –	– –	– – –	– – –	–	– – –		–
Belfast and Ballymena	585,000 – –	168,333 – –	– –	– –	753,333 – –	367,330 – –	Nil.	– – –		–
Belfast and County Down	500,000 – –	166,666 – –	– –	– –	666,666 – –	257,056 – –	2¾ p'cent.	– – –		–
Bideford Extension	55,000 – –	10,000 – –	– –	– –	65,000 – –	32,690 – –	–	– – –		– 5.
Birkenhead, Lancashire, and Cheshire Junction.	2,550,000 – –	600,000 – –	– –	– –	3,150,000 – –	2,010,690 – –	1⅞ p'cent.	– – –		–
Birmingham, Wolverhampton, and Stour Valley:—(Railway on Lease to the London and North Western Railway Company).	1,110,000 – –	370,000 – –	– –	– –	1,480,000 – –	760,350 – –	–	– – –		–
Blackburn	1,050,000 – –	333,000 – –	– –	– –	1,383,000 – –	505,039 – –	Nil.	210,856 – –		6
Blyth and Tyne	210,000 – –	45,000 – –	50,000	15,000	320,000 – –	100,000 – –	9 p'cent.	50,000 – –		10
Bodmin and Wadebridge	22,500 – –	13,000 – –	– –	– –	35,500 – –	26,994 – –	Nil.	– – –		– 10.
Bognor	30,000 – –	9,000 – –	– –	– –	39,000 – –	3,000 – –	–	– – –		–
Border Counties	– – –	– – –	250,000	83,333	333,333 – –	15,781 – –	–	– – –		–
Boston, Sleaford, and Midland Counties.	200,000 – –	66,600 – –	– –	– –	266,600 – –	16,192 – –	–	– – –		–
Boston, Stamford, and Birmingham.	532,000 – –	177,266 6 8	– –	– –	709,266 6 8	83,625 10 –	–	– – –		–
Bradford, Wakefield, and Leeds	– – –	– – –	180,000	60,000	240,000 – –	18,900 – –	–	– – –		– 15.
Bridgewater and Taunton Canal, and Stolford Railway and Harbour.	50,000 – –	57,000 – –	– –	– –	107,000 – –	– – –	–	– – –		–
Bristol and Exeter	2,905,000 – –	1,392,600 – –	– –	– –	4,297,600 – –	1,995,959 – –	4½ p'cent.	706,630 – –		4
Briton Ferry Floating Dock Company.	60,000 – –	20,000 – –	– –	– –	80,000 – –	14,972 – –	–	– – –		–
Buckinghamshire:—(Railway on Lease to the London and North Western Railway Company in perpetuity).	1,245,000 – –	414,000 – –	– –	– –	1,659,000 – –	1,245,000 – –	4 p'cent.	– – –		–
Caledonian	7,139,409 – –	2,560,066 – –	135,000	56,600	9,891,075 – –	3,185,942 – –	3 p'cent.	745,180 – –		4½ 20.
								156,355 – –		8
								449,800 – –		4½
								449,711 – –		3
								149,819 – –		5
								240,000 – –		7⅞
								150,000 – –		4½
								125,000 – –		3¾
Caledonian and Dumbartonshire Junction.	650,000 – –	216,600 – –	– –	– –	866,600 – –	195,494 – –	3¾ p'cent.	– – –		–
Carmarthen and Cardigan	– – –	– – –	300,000	80,000	380,000 – –	19,760 – –	–	– – –		–

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	- - -	-	21,073 - -	44,927 - -	- -	- -	- -	- -	11 10	11 10	
	- - -	-	- - -	- - -	- -	16 40	16 40	- -	- -	16 40	
	18,000 - -	5	491,886 - -	261,447 - -	37 74	- -	37 74	27 31	- -	65 25	
	32,480 - -	4½									
	74,076 - -	4									
	- - -	-	257,056 - -	409,610 - -	16 63	- -	16 63	- -	28 49	45 32	
5.	- - -	-	32,690 - -	32,310 - -	- -	- -	- -	6 04	- -	6 04	
	59,000 - -	3½	2,365,222 - -	784,778 - -	0 37	32 33½	32 70½	- -	1 35	34 25½	
	4,000 - -	3¾									
	155,222 - -	4									
	76,377 - -	4½									
	5,500 - -	4¾									
	54,433 - -	5									
	- - -	-	760,350 - -	719,650 - -	- -	14 38	14 38	- -	3 01	17 39	
	20,000 - -	3⅞	1,048,895 - -	334,105 - -	12 50	13 35	26 05	- -	19 31	45 36	
	58,200 - -	4									
	10,000 - -	4¼									
	244,800 - -	5									
	13,650 - -	5	163,650 - -	156,350 - -	12 0	- -	12 0	- -	18 10	30 10	
10.	7,200 - -	4	34,194 - -	1,306 - -	14 56	- -	14 56	- -	- -	14 56	
	- - -	-	3,000 - -	36,000 - -	- -	- -	- -	- -	5 40	5 40	
	- - -	-	15,781 - -	317,552 - -	- -	- -	- -	- -	26 0	26 0	
	- - -	-	16,192 - -	250,408 - -	- -	- -	- -	- -	27 26	27 26	
	- - -	-	83,625 10 -	625,640 16 8	- -	- -	- -	- -	29 09	29 09	- - Undertaking abandoned.
15.	- - -	-	18,900 - -	221,100 - -	- -	- -	- -	- -	9 79	9 79	
	- - -	-	- - -	107,000 - -	- -	- -	- -	- -	10 56	10 56	
	23,050 - -	3½	3,581,744 - -	715,856 - -	30 32	75 40	105 72	- -	52 16	158 08	
	455,770 - -	4									
	202,000 - -	4½									
	7,800 - -	4¾									
	190,535 - -	5									
	- - -	-	14,972 - -	65,028 - -	0 63	- -	0 63	- -	- -	0 63	
	- - -	-	1,245,000 - -	414,000 - -	21 34	31 38	52 72	- -	11 16	64 08	
20.	556,276 - -	5	7,865,036 - -	2,026,039 - -	4 10	185 50	189 60	20 75	66 40	277 15	
	168,834 - -	4¾									
	485,427 - -	4½									
	3,000 - -	4¼									
	541,916 - -	4									
	457,776 - -	3½									
	- - -	-	195,494 - -	671,106 - -	- -	8 03	8 03	- -	26 31	34 34	
	- - -	-	19,760 - -	360,240 - -	- -	- -	- -	- -	25 40	25 40	

(continued)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament: Previous to 31st December 1853. By Shares.	Previous to 31st December 1853. By Loans.	In 1854. By Shares.	In 1854. By Loans.	Total Capital and Loans authorised previous to 31st December 1854.	Amount of the Share Capital of the Company actually paid up on the 31st December 1854. Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest. Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Caterham	- - -	- - -	30,000	8,000	38,000 - -	- - -	- -	- - -	-
Chard	317,000 - -	106,000 - -	- -	- -	423,000 - -	56,459 - -	- -	2,375 - -	5½
								62,600 - -	4
Cheltenham and Oxford	1,000,000 - -	333,000 - -	- -	- -	1,333,000 - -	77,400 - -	- -	- - -	-
Chester and Holyhead:—(Including Mold Railway).	3,255,000 - -	1,084,332 - -	- -	- -	4,339,332 - -	2,092,890 - -	Nil.	629,980 - -	5½
								40,263 - -	5
ClydesdaleGuaranteed:—(Included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	—	—	-
Cockermouth and Workington	107,500 - -	35,832 - -	- -	- -	143,332 - -	75,220 - -	- -	13,926 - -	5
								3,333 - -	4½
Cockermouth and Workington Extension.	200,000 - -	60,000 - -	- -	- -	260,000 - -	- - -	- -	- - -	-
Colchester, Stour Valley, Sudbury, and Halstead.	675,000 - -	224,000 - -	- -	- -	899,000 - -	214,755 - -	3½ p' cent.	- - -	-
Coleford, Monmouth, Usk, and Pontypool.	160,000 - -	50,000 - -	- -	- -	210,000 - -	24,505 - -	- -	- - -	-
Cork and Bandon	588,000 - -	80,000 - -	30,000	- -	698,000 - -	174,952 - -	Nil.	47,290 - -	5½
Cork and Youghal:—(Late Cork and Waterford).	1,270,125 - - Reduced by Act.	423,375 - - *See* Note.	- -	- -	500,000 - -	75,569 - -	- -	- - -	-
Cork, Blackrock, and Passage	170,000 - -	56,663 - -	- -	- -	226,663 - -	118,336 - -	Nil.	- - -	-
Cornwall	1,125,060 - -	375,020 - -	- -	- -	1,500,080 - -	592,536 - -	- -	- - -	-
Coventry, Nuneaton, Birmingham, and Leicester:—(Included in the Return of the London and North Western Railway Company).	—	—	—	—	—	—	—	—	-
Crieff Junction	45,000 - -	12,000 - -	- -	- -	57,000 - -	4,565 - -	- -	- - -	-
Dareuth Valley	50,000 - -	16,600 - -	- -	- -	66,600 - -	750 - -	- -	- - -	-
Darlington and Barnard Castle	- - -	- - -	100,000	33,300	133,300 - -	- - -	- -	- - -	-
Deeside	106,250 - -	35,400 - -	- -	- -	141,650 - -	72,984 - -	5 p'cent.	- - -	-
Delabole and Rock	15,000 - -	5,000 - -	- -	- -	20,000 - -	3,595 - -	- -	- - -	-
Derbyshire, Staffordshire, and Worcestershire Junction.	400,000 - -	133,300 - -	- -	- -	533,300 - -	50,416 - -	- -	- - -	-
Dowlais	- - -	- - -	- -	- -	- - -	- - -	- -	- - -	-
Dublin and Belfast Junction	950,000 - -	316,660 - -	- -	- -	1,266,660 - -	771,822 - -	5 p' cent.	- - -	-
Dublin and Drogheda	953,000 - -	317,666 - -	- -	- -	1,270,666 - -	526,537 - -	4 p' cent.	48,228 - -	5
								39,825 - -	4

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway, open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	- - -	-	- - -	38,000 - -	- -	- -	- -	- -	4 52	4 52	
	46,000 - -	4	167,434 - -	255,566 - -	- -	- -	- -	- -	16 8	16 8	
	- - -	-	77,400 - -	1,255,600 - -	- -	- -	- -	- -	37 74	37 74	
	9,500 - -	3½	3,847,197 - -	492,135 - -	6 59	91 56	98 35	- -	2 27	100 62	
	3,000 - -	3¾									
	396,650 - -	4									
	172,192 - -	4½									
	44,055 - -	4¾									
	458,667 - -	5									
5.	—	-	—	—	—	—	—	—	—	—	
	1,800 - -	3¾	129,087 - -	14,245 - -	8 40	- -	8 40	- -	0 36	8 76	
	23,757 - -	4									
	2,006 - -	4½									
	5,875 - -	4¼									
	3,170 - -	4½									
	- - -	-	- - -	260,000 - -	- -	- -	- -	- -	14 30	14 30	- - Undertaking abandoned.
	19,855 - -	4	271,810 - -	627,190 - -	13 17	- -	13 17	- -	30 69	44 06	
	37,200 - -	5									
	- - -	-	24,505 - -	185,495 - -	- -	- -	- -	16 0	6 09	22 09	
10.	31,000 - -	4	285,192 - -	412,808 - -	19 54	- -	19 54	- -	47 35	67 09	
	4,400 - -	6									
	21,300 - -	5½									
	3,050 - -	5									
	3,200 - -	4½									
	- - -	-	75,569 - -	424,431 - -	- -	- -	- -	- -	44 0	44 0	- - By the Act 17 & 18 Vict. c. 206, the capital is reduced to 375,000 *l.*, and the loan to 125,000 *l.*
	13,573 - -	4	158,459 - -	68,204 - -	6 23	- -	6 23	- -	1 5½	7 28½	
	26,550 - -	5									
	- - -	-	592,536 - -	907,544 - -	- -	- -	- -	40 56	24 24	65 0	
	—	-	—	—	—	—	—	—	—	—	
15.	- - -	-	4,565 - -	52,435 - -	- -	- -	- -	8 75	- -	8 75	
	- - -	-	750 - -	65,850 - -	- -	- -	- -	- -	5 65	5 65	
	- - -	-	- - -	133,300 - -	- -	- -	- -	15 25	- -	15 25	
	26,150 - -	4½	108,364 - -	33,286 - -	16 16	- -	16 16	- -	- -	16 16	
	9,230 - -	5									
	- - -	-	3,595 - -	16,405 - -	- -	- -	- -	- -	16 15	16 15	- - Undertaking abandoned.
20.	7,051 - -	-	57,467 - -	475,833 - -	- -	- -	- -	6 20½	11 8½	17 29	
	- - -	-	- - -	- - -	0 61	1 7	1 68	0 32	- -	2 20	
	56,400 - -	5	979,872 - -	286,788 - -	55 48	- -	55 48	- -	- -	55 48	
	22,850 - -	4½									
	48,300 - -	4									
	80,500 - -	3½									
	121,093 - -	4	958,433 - -	312,233 - -	26 76	35 21	62 17	- -	- -	62 17	
	63,950 - -	4½									
	18,500 - -	4¾									
	140,300 - -	5									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.			
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st. December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Dublin and Kingstown	500,000 – –	170,000 – –	–	–	670,000 – –	290,000 – –	8 p' cent.	– – –	–
Dublin and Wicklow	500,000 – –	166,666 – –	–	–	666,666 – –	347,954 – –	Nil.	– – –	–
Dublin, Belfast, and Coleraine Junction.	642,400 – –	214,133 – –	–	–	856,533 – –	28,360 – –	–	– – –	–
Dundalk and Enniskillen	406,800 – –	135,600 – –	–	–	542,400 – –	232,230 – –	2 p' cent.	– – –	–
Dundee and Arbroath:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction Company).	266,700 – –	88,900 – –	–	–	355,600 – –	199,265 – –	3¼ p' cent.	64,428 – –	5
Dundee and Newtyle:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction).	140,000 – –	– – –	–	–	140,000 – –	83,420 – –	–	– – –	–
Dundee and Perth and Aberdeen Railway Junction.	650,000 – –	216,599 – –	–	–	866,599 – –	311,044 – –	Nil.	137,612 – –	5
East Anglian	1,600,000 – –	– – –	–	–	1,600,000 – –	1,033,606 – –	Nil.	32,710 – –	5
								10,396 – –	7
								119,926 – –	6
								70,696 – –	7
East Grinstead	50,000 – –	10,000 – –	–	–	60,000 – –	48,202 – –	–	– – –	–
East Kent	700,000 – –	233,333 6 8	–	–	933,333 6 8	103,737 – –	–	– – –	– 10
East Lancashire	2,979,375 – –	902,458 – –	200,000	66,000	4,237,833 – –	2,221,300 – –	3¾ p' cent.	496,576 – –	6
								33,614 – –	5
East Lincolnshire:—(Railway on Lease to the Great Northern Railway Company for 999 years).	600,000 – –	200,000 – –	–	–	800,000 – –	– – –	6 p' cent.	600,000 – –	6
East Suffolk:—(Late Halesworth, Beccles, and Haddiscoe).	150,000 – –	50,000 – –	300,000	100,000	600,000 – –	125,000 – –	Nil.	– – –	–
Eastern Counties	10,074,700 – –	3,341,566 – –	26,000	– –	13,442,266 – –	5,833,610 – –	2½ p' cent.	1,920,039 – –	5
								618,317 – –	6
Eastern Union	2,310,000 – –	686,666 – –	–	–	2,996,666 – –	1,103,287 – –	Nil.	238,220 – –	6 15
								33,795 – –	10
								25,425 – –	3½
								238,960 – –	4
Edinburgh and Bathgate	250,000 – –	83,000 – –	–	–	333,000 – –	157,720 – –	3¾ p' cent.	– – –	–

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	70,000 – –	4	360,000 – –	310,000 – –	1 53	6 7	7 60	– –	– –	7 60	
	52,500 – –	4½	439,454 – –	227,212 – –	16 22	– –	16 22	17 60	0 62	34 64	
	39,000 – –	5									
	– – –	–	28,360 – –	828,173 – –	– –	– –	– –	– –	88 70	88 70	
	104,000 – –	4	367,180 – –	175,220 – –	26 52	– –	26 52	34 0	2 24	62 76	
	6,000 – –	4½									
	24,950 – –	5									
5.	32,500 – –	4	303,193 – –	52,407 – –	– –	17 27¼	17 27¼	– –	– –	17 27¼	
	7,000 – –	4½									
	23,000 – –	5	106,420 – –	33,580 – –	– –	10 20	10 20	– –	– –	10 20	--From previous Statement, the Company having neglected to reply to the Orders of the House, made in 1854 and 1855.
	1,000 – –	3¾	665,255 – –	201,344 – –	– –	20 73	20 73	– –	2 22	23 15	
	72,763 – –	4									
	1,000 – –	4¼									
	27,200 – –	4½									
	104,500 – –	5									
	2,000 – –	5½									
	8,136 – –	6									
	270,474 – –	5	1,539,308 – –	60,692 – –	48 44	18 44	67 08	0 14	15 62	83 04	
	1,500 – –	4									
	– – –	–	48,202 – –	11,798 – –	– –	– –	– –	6 73	– –	6 73	
10.	– – –	–	103,737 – –	829,596 6 8	– –	– –	– –	– –	31 49	31 49	
	15,000 – –	3¼	3,707,959 – –	529,874 – –	7 54½	72 0	79 54½	3 3	8 36	91 13½	
	108,990 – –	3½									
	63,100 – –	3¾									
	122,786 – –	4									
	344,048 – –	4¼									
	197,007 – –	4½									
	23,230 – –	4¾									
	82,308 – –	5									
	18,400 – –	5	799,712 – –	288 – –	– –	47 10	47 10	– –	– –	47 10	
	128,370 – –	4½									
	1,100 – –	4¼									
	5,500 – –	4									
	46,342 – –	3¾									
	50,000 – –	5	175,000 – –	425,000 – –	13 22	0 40	13 62	– –	33 17	46 79	
	2,000 – –	3	10,504,700 – –	2,937,566 – –	14 64⅓	194 66	209 50½	10 71	58 20	278 61½	
	158,636 – –	3½									
	102,100 – –	3¾									
	527,645 – –	4									
	122,200 – –	4¼									
	598,303 – –	4½									
	307,700 – –	4¾									
	314,150 – –	5									
15.	103,900 – –	4	2,317,899 – –	678,767 – –	21 41	72 25	93 66	– –	10 67	104 53	
	67,677 – –	4¼									
	17,350 – –	4½									
	458,485 – –	5									
	30,800 – –	6									
	83,000 – –	3½	240,720 – –	92,280 – –	1 10	10 35⅓	11 45¼	– –	11 74	23 39¼	

(*continued*)

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.			
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Edinburgh and Glasgow	2,403,375 - -	1,121,700 - -	- -	- -	3,525,075 - -	2,223,375 - -	3 p' cent.	150,000 - -	5 ½
Edinburgh, Perth and Dundee	2,500,260 - -	1,819,633 12 2	- -	- -	4,319,893 12 2	1,280,000 - -	Nil.	97,720 - -	4
								241,341 - -	4
Exeter and Crediton:—(Railway on Lease to the Bristol and Exeter Railway Company).	90,000 - -	29,999 - -	- -	- -	119,999 - -	70,000 - -	Nil.	20,000 - -	5
Exeter and Exmouth	160,000 - -	53,000 - -	- -	- -	213,000 - -	16,800 - -	-	- - -	-
Exeter, Yeovil and Dorchester	1,400,000 - -	466,000 - -	- -	- -	1,866,000 - -	147,000 - -	-	- - -	-
Fleetwood, Preston and West Riding Junction.	270,000 - -	90,000 - -	- -	- -	360,000 - -	159,981 - -	-	- - -	-
Forth and Clyde Junction	150,000 - -	50,000 - -	- -	- -	200,000 - -	42,139 - -	-	- - -	-
Forth and Clyde Navigation:—(Owners of the Drumpeller Railway).	26,000 - -	8,666 13 4	- -	- -	34,666 13 4	14,420 - -	-	- - -	-
Frome, Yeovil, and Weymouth	550,000 - -	183,000 - -	- -	- -	733,000 - -	- - -	-	- - -	-
Furness	290,000 - -	91,933 - -	50,000	10,000	441,933 - -	188,695 - -	6 p' cent.	97,685 - -	5
General Terminus and Glasgow Harbour.	250,000 - -	83,332 - -	- -	- -	333,332 - -	- - -	-	137,599 - -	5
Glasgow, Airdrie, and Monklands Junction.	500,000 - -	166,300 - -	- -	- -	666,300 - -	98,258 - -	-	- - -	-
Glasgow and South Western	5,564,833 6 8	1,910,666 13 4	46,900	- -	7,522,400 - -	2,772,281 - -	3 ½ p' cent.	406,250 - -	5
								90,000 - -	3
Glasgow, Barrhead, and Neilston Direct:—(Included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	—	—	-
Glasgow, Strathaven, and Lesmahagow Direct.	- - -	- - -	- -	- -	- - -	- - -	-	- - -	-
Gloucester and Dean Forest:—(Railway on Lease in perpetuity to the Great Western Railway Company).	254,000 - -	83,533 - -	- -	- -	337,533 - -	254,000 - -	4 p' cent.	- - -	-

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	23,550 – –	5	3,444,794 – –	80,281 – –	22 26½	58 10	80 36½	1 52	3 1½	85 10	
	26,600 – –	4¾									
	387,650 – –	4½									
	348,324 – –	4									
	122,684 – –	3¾									
	162,111 – –	3½									
	500 – –	3									
	38,120 – –	5	3,218,231 –	1,101,662 12 2	2 46½	69 39	72 05½	– –	13 28	85 33½	
	3,878 – –	3¾									
	839,150 – –	3½									
	652,298 – –	3									
	48,699 – –	2½									
	17,025 – –	2									
	23,333 – –	4	113,333 – –	6,666 – –	5 50	– –	5 50	– –	– –	5 50	
	– – –	–	16,800 – –	196,200 – –	– –	– –	– –	– –	10 37	10 37	– – Undertaking abandoned.
5.	– – –	–	147,000 – –	1,719,000 – –	– –	– –	– –	– –	69 27½	69 27½	– – Undertaking abandoned.
	– – –	–	159,981 – –	200,019 – –	– –	– –	– –	– –	13 40	13 40	
	– – –	–	42,139 – –	157,861 – –	– –	– –	– –	29 64	– –	29 64	
	– – –	–	14,420 – –	20,246 13 4	1 28	– –	1 28	– –	0 39	1 67	
	– – –	–	– – –	733,000 – –	—	—	—	—	—	—	
10.	4,000 – –	3½	378,313 – –	63,620 – –	16 1	5 63	21 64	– –	1 16	23 00	
	25,433 – –	4									
	5,000 – –	4¼									
	57,300 – –	4½									
	200 – –	5									
	44,734 – –	5	245,333 – –	87,999 – –	– –	2 21½	2 21½	– –	1 45	3 66½	
	40,000 – –	4½									
	23,000 – –	4									
	– – –	–	98,258 – –	568,042 – –	– –	– –	– –	– –	17 03	17 03	– – Undertaking abandoned.
	93,796 – –	4½	4,222,275 – –	3,300,125 – –	29 61	158 2	187 63	– –	155 78	343 61	– – Part of the capital of the late Ardrossan Company, viz. 60,000*l.*, has been included in the capital of the Glasgow and South Western Company; the reduction caused by the transfer amounts to 20,000 *l.* in the capital, and 26,666 *l.* 13 *s.* 4 *d.* in the loan authorised to December 1853.
	80,650 – –	4⅓									
	1,700 – –	4⅛									
	475,963 – –	4									
	2,600 – –	3¾									
	299,035 – –	3½									
	—	–	—	—	—	—	—	—	—	—	
15.	– – –	–	– – –	– – –	– –	– –	– –	– –	15 23	15 23	– – Undertaking abandoned.
	25,000 – –	4	279,000 – –	58,533 – –	7 71	– –	7 71	1 13	1 14	10 18	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		£.
Great Northern	8,043,000 - -	2,681,466 - -	- -	- -	10,724,466 - -	4,808,437 - -	4 ¼ p' cent.	1,303,455 - -		5
								750,000 - -		5
								804,514 - -		4 ½
Great North of England:—(Included in the Statement of the North-Eastern Railway Company).	—	—	—	—	—	—	—	—		-
Great North of England, Clarence, and Hartlepool Junction:—(Railway on Lease to the North Eastern Railway Company).	74,900 - -	24,500 - -	- -	- -	99,400 - -	41,875 - -	3 p' cent.	13,725 - -		5
								16,918 - -		4 ½
Great North of Scotland	1,107,000 - -	300,000 - -	- -	- -	1,407,440 - -	184,792 - -	Nil.	382,154 - -		5
Great North of Scotland (Eastern Extension).	400,000 - -	133,333 6 8	- -	- -	533,333 6 8	7,105 - -	-	- - -		-
Great Southern and Western	3,165,000 - -	921,630 - -	- -	- -	4,086,630 - -	2,500,000 - -	4 p' cent.	309,716 - -		6
								836,602 - -		4
Great Western	18,391,787 - -	6,168,595 - -	1,115,000	- -	25,675,382 - -	8,163,351 - -	3 p' cent.	1,738,647 - -		3 ½
								113,525 - -		3 ¾
								2,936,959 - -		4
								1,994,932 - -		4 ½
								435,720 - -		4 ¾
								2,231,247 - -		5
								326,000 - -		8
Great Western and Uxbridge	50,010 - -	16,670 - -	- -	- -	66,680 - -	2,395 - -	-	- - -		-
Greenock Guaranteed (included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	-	—		-
Hampstead Junction	250,000 - -	83,333 - -	- -	- -	333,333 - -	56,451 - -	-	- - -		-
Hartlepool Dock and Railway	279,000 - -	153,000 - -	- -	- -	432,000 - -	440,572 - -	-	- - -		-
Hayling Bridge and Causeway	5,000 - -	1,600 - -	- -	- -	6,600 - -	319 - -	-	- - -		-
Hereford, Ross, and Gloucester	275,000 - -	91,000 - -	30,000	- -	396,000 - -	208,590 - -	Nil.	5,112 - -		5
Herne Bay and Canterbury Junction	30,000 - -	10,000 - -	- -	- -	40,000 - -	2,250 - -	-	- - -		-
Hertford and Welwyn Junction	- - -	- - -	65,000	21,600	86,600 - -	7,419 - -	-	- - -		-
Horncastle	- - -	- - -	48,000	13,000	61,000 - -	5,889 - -	-	- - -		-
Hull and Holderness	120,000 - -	33,000 - -	- -	- -	153,000 - -	73,621 - -	4 p' cent.	- - -		-
Hull and Selby:—(Railway on Lease to the North-Eastern Railway Company, included in the Return of that Company).	—	—	—	—	—	—	—	—		-
Inverness and Nairn	- - -	- - -	80,000	26,666	106,666 - -	17,218 - -	-	- - -		-
Irish South-Eastern	264,000 - -	88,000 - -	- -	- -	352,000 - -	231,881 - -	32s. 8d. p' cent.	- - -		-
Kendal and Windermere	175,000 - -	56,000 - -	- -	- -	231,000 - -	115,549 - -	2 ½ p' cent.	34,078 - -		6

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	711,650 – –	5	10,330,930 – –	393,536 – –	– –	236 46½	236 46½	– –	112 8½	348 55	
	1,024,198 – –	4½									
	233,233 – –	4¼									
	262,073 – –	4									
	433,370 – –	3½									
	—	–	—	—	—	—	—	—	—	—	
	– – –	–	72,518 – –	26,882 – –	2 40	6 28	8 68	– –	– –	8 68	
	– – –	–	566,946 – –	840,494 – –	39 35	– –	39 35	1 62	98 25	139 42	
5.	– – –	–	7,105 – –	526,228 6 8	– –	– –	– –	– –	47 45½	47 45½	– – Undertaking aba doned.
	16,653 – –	3½	4,067,920 – –	18,710 – –	16 0	187 68	203 68	1 0	55 02	259 70	
	7,000 – –	4									
	264,926 – –	4½									
	133,023 – –	5									
	885,215 – –	3½	23,898,949 – –	1,776,433 – –	21 23	387 49½	408 72½	100 0	161 30	670 22½	
	218,200 – –	3¾									
	1,989,393 – –	4									
	59,700 – –	4¼									
	1,320,143 – –	4½									
	306,100 – –	4¾									
	1,179,817 – –	5									
	– – –	–	2,395 – –	64,285 – –	– –	– –	– –	– –	2 46	2 46	– – Undertaking aba doned.
	—	–	—	—	—	—	—	—	—	—	
10.	– – –	–	56,451 – –	276,882 – –	– –	– –	– –	– –	6 63	6 63	
	1,800 – –	–	478,312 – –	– – –	2 0	13 63	15 63	– –	– –	15 63	
	3,020 – –	3½									
	10,320 – –	3¾									
	20,000 – –	4									
	2,000 – –	4¾									
	– – –	–	319 – –	6,281 – –	– –	– –	– –	– –	1 26	1 26	
	69,918 – –	4	304,700 – –	91,300 – –	5 5	– –	5 5	17 52	– –	22 57	
	21,080 – –	4½									
	– – –	–	2,250 – –	37,750 – –	– –	– –	– –	– –	3 66	3 66	– – Undertaking aban doned.
15.	– – –	–	7,419 – –	79,181 – –	– –	– –	– –	7 55	– –	7 55	
	– – –	–	5,889 – –	55,111 – –	– –	– –	– –	– –	7 29	7 29	
	6,400 – –	4½	99,921 – –	53,079 – –	17 40	– –	17 40	– –	– –	17 40	
	500 – –	4¾									
	19,400 – –	5									
	—	–	—	—	—	—	—	—	—	—	
	– – –	–	17,218 – –	89,448 – –	– –	– –	– –	15 11	0 41	15 52	
20.	33,000 – –	4	264,881 – –	87,119 – –	22 48	– –	22 48	– –	– –	22 48	
	5,333 – –	3½	210,347 – –	20,653 – –	– –	10 24	10 24	– –	– –	10 24	
	24,393 – –	4									
	4,764 – –	4¼									
	23,830 – –	4½									
	1,400 – –	4¾									
	1,000 – –	5									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		
Kilkenny and Great Southern and Western.	225,000 - -	75,000 - -	- -	- -	300,000 - -	22,000 - -	-	- - -		-
Killarney and Valencia - -	300,000 - -	100,000 - -	- -	- -	400,000 - -	7,659 - -	-	- - -		-
Killarney Junction - - -	225,000 - -	125,000 - -	- -	- -	350,000 - -	121,592 - -	Nil.	- - -		-
Kilmarnock and Troon:—(Railway on Lease to the Glasgow and South Western Railway Company).	45,000 - -	- - -	- -	- -	45,000 - -	45,000 - -	-	- - -		-
Lancashire and Yorkshire - -	11,013,913 - -	2,135,132 - -	- -	305,000	13,454,045 - -	8,558,092 - -	3¾ p' cent.	794,040 - -		6
								258,816 - -		4½
(Preston and Wyre) - -	708,000 - -	- - -	- -	- -	708,000 - -	708,000 - -	7 p' cent.	- - -		-
Lancaster and Carlisle - -	1,306,000 - -	433,000 - -	- -	- -	1,739,000 - -	1,261,859 - -	6 p' cent.	- - -		-
Lancaster and Preston Junction -	460,000 - -	113,000 - -	- -	- -	573,000 - -	466,106 - -	-	- - -		-
Leeds and Bradford (included in the Return of the Midland Railway Company).	—	—	—	—	—	—	-	—		-
Leeds, Bradford, and Halifax Junction.	300,000 - -	83,300 - -	50,000	16,000	449,300 - -	164,680 - -	-	- - -		-
Leominster and Kington - -	- - -	- - -	80,000	26,000	106,000 - -	- - -	-	- - -		-
Leven - - - - - -	23,000 - -	5,000 - -	- -	- -	28,000 - -	19,019 - -	Nil.	- - -		-
Limerick and Ennis - - -	150,000 - -	75,000 - -	- -	- -	225,000 - -	36,685 - -	-	- - -		-
Limerick and Foynes - - -	130,000 - -	43,300 - -	- -	- -	173,300 - -	15,194 - -	-	- - -		-
Liskeard and Caradon - -	22,500 - -	7,500 - -	- -	- -	30,000 - -	11,625 - -	Nil.	7,180 - -		5
Liverpool, Crosby, and Southport	225,000 - -	75,000 - -	- -	- -	300,000 - -	224,000 - -	7 *s.* p'share	- - -		-
Liverpool, Manchester, and Newcastle-upon-Tyne Junction.	1,440,000 - -	473,333 - -	- -	- -	1,913,333 - -	140,000 - -	-	- - -		-
Llanelly Railway and Dock -	264,000 - -	66,000 - -	- -	- -	330,000 - -	199,680 - -	1 p' cent.	2,317 - -		5
Llanidloes and Newtown - -	60,000 - -	20,000 - -	- -	- -	80,000 - -	2,417 - -	-	- - -		-
Llynvi Valley - - - -	125,000 - -	24,500 - -	- -	- -	149,500 - -	69,080 - -	-	- - -		-

	Total Debt of the Company divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	- - -	-	22,000 - -	278,000 - -	- -	- -	- -	- -	26 05	26 05	
	- - -	-	7,659 - -	392,341 - -	- -	- -	- -	- -	37 67	37 67	
	125,000 - -	4	246,592 - -	103,408 - -	40 26	- -	40 26	- -	- -	40 26	
	- - -	-	45,000 - -	—	—	—	—	—	—	—	
5.	152,216 - -	5	12,409,473 - -	1,044,572 - -	12 0	182 39	194 39	- -	16 53	211 12	
	122,958 - -	4¾									
	1,088,459 - -	4½									
	176,951 - -	4¼									
	558,982 - -	4									
	61,450 - -	3¾									
	602,709 - -	3½									
	34,800 - -	3¼									
	- - -	-	708,000 - -	- - -	8 36	20 48	29 04	- -	- -	29 04	
	179,770 - -	4	1,583,819 - -	155,181 - -	- -	70 27	70 27	- -	- -	70 27	
	36,630 - -	3¾									
	47,000 - -	3⅝									
	21,900 - -	3½									
	36,660 - -	3¼									
	2,000 - -	3¼	558,906 - -	14,094 - -	- -	20 20	20 20	- -	- -	20 20	
	7,300 - -	3½									
	1,000 - -	3⅝									
	41,500 - -	3¾									
	31,500 - -	4									
	5,500 - -	4¼									
	4,000 - -	4½									
	—	-	—	—	—	—	—	—	—	—	
10.	50,000 - -	4½	247,980 - -	201,320 - -	- -	77	9 77	- -	10 13	20 10	
	33,300 - -	5									
	- - -	-	- - -	106,000 - -	- -	- -	- -	- -	13 0	13 0	
	4,231 - -	-	23,250 - -	4,750 - -	5 62	- -	5 62	- -	0 43	6 25	
	- - -	-	36,685 - -	188,315 - -	- -	- -	- -	10 60	15 25	26 05	
	- - -	-	15,194 - -	158,106 - -	- -	- -	- -	14 0	12 10	26 10	
15.	4,000 - -	5	22,805 - -	7,195 - -	8 60	- -	8 60	- -	1 30	10 10	
	4,000 - -	5	284,050 - -	15,950 - -	- -	16 56	16 56	- -	- -	16 56	
	6,600 - -	4½									
	42,950 - -	4									
	6,500 - -	3½									
	- - -	-	140,000 - -	1,773,333 - -	- -	- -	- -	- -	51 30	51 30	
	30,020 - -	5	235,517 - -	94,483 - -	28 20	- -	28 20	- -	7 73	36 13	
	500 - -	4¾									
	3,000 - -	4									
	- - -	-	2,417 - -	77,583 - -	- -	- -	- -	- -	12 22	12 22	
20.	12,350 - -	5	118,255 - -	31,245 - -	17 51	- -	17 51	- -	14 66	32 37	
	30,875 - -	4½									
	4,500 - -	4									
	1,450 - -	4¼									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament.					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.			
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
London and Blackwall - -	1,426,000 - -	473,000 - -	- -	- -	1,899,000 - -	1,241,845 - -	68 ¼ s. p' cent.	- - -	-
For the London, Tilbury, and Southend Railway: — (One moiety authorised by the Acts, the other included in the Eastern Counties Railway Capital).	200,000 - -	50,000 - -	26,000	- -	276,000 - -	399,991 - -	6 p' cent.	- - -	-
London and Greenwich: — (Railway on Lease to the South Eastern Railway Company).	760,000 - -	233,300 - -	- -	- -	993,300 - -	550,000 - -	2 ⅜ p' cent.	210,000 - -	5
London and North Western -	26,921,640 - -	11,813,299 - -	- -	- -	38,734,939 - -	22,427,612 - -	5 p' cent.	270,000 - -	5
								402,830 - -	3½
London and South Western -	7,685,328 - -	2,418,746 - -	- -	- -	10,104,074 - -	6,768,474 - -	4 ⅝ p' cent.	171,278 - -	7
								14,400 - -	5
London, Brighton, and South Coast.	5,581,000 - -	1,859,930 - -	359,070	- -	7,800,000 - -	4,615,633 - -	5 ½ p' cent.	398,268 - -	5
								161,013 - -	5
								393,395 - -	6
								2,920 - -	5
								82,000 - -	5
								200,050 - -	5
Londonderry and Coleraine - -	565,000 - -	181,666 - -	- -	- -	746,666 - -	176,050 - -	Nil.	145,127 - -	5
Londonderry and Enniskillen -	380,000 - -	125,000 - -	75,000	25,000	605,000 - -	128,905 - -	Nil.	241,321 - -	5
Londonderry, Enniskillen, and Sligo.	300,000 - -	100,000 - -	- -	- -	400,000 - -	22,508 - -	-	- - -	-
Londonderry and Lough Swilly -	40,000 - -	13,000 - -	- -	- -	53,000 - -	2,950 - -	-	- - -	-
Loughor Coal and Railway - -	24,000 - -	8,000 - -	- -	- -	32,000 - -	390 - -	-	- - -	-
Lowestoft Railway and Harbour:— (Railway included in the Return of the Norfolk Railway Company).	—	—	—	—	—	—	—	—	—
Mallow and Fermoy - - -	- - -	- - -	100,000	33,300	133,300 - -	7,500 - -	-	- - -	-
Manchester and Birmingham, and North Staffordshire Junction.	80,000 - -	26,666 - -	- -	- -	106,666 - -	- - -	-	- - -	-
Manchester and Salford Extension	35,000 - -	11,600 - -	- -	- -	46,600 - -	2,600 - -	-	- - -	-
Manchester and Southport - -	775,000 - -	258,300 - -	- -	- -	1,033,300 - -	389,599 - -	3 ¾ p' cent.	- - -	-

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st December 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1854.	REMARKS.
	Amounts.	Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.		£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	13,500 – –	3½	1,563,345 – –	335,655 – –	– –	5 17	5 17	0 15	0 31	5 63	
	153,400 – –	4									
	15,000 – –	4¼									
	13,900 – –	4½									
	15,700 – –	4¾									
	110,000 – –	5									
	50,000 – –	5	449,991 – –	– – –	5 19	17 67	23 06	14 05	–	37 11	
	50,000 – –	4¼	993,300 – –	– – –	– –	3 60	3 60	– –	– –	3 60	
	183,300 – –	5									
	1,375,942 – –	5	33,533,219 – –	5,201,720 – –	58 12	472 47¾	530 59¼	– –	197 32¼	728 12	
	673,500 – –	4¾									
	2,789,885 – –	4½									
	364,634 – –	4¼									
	1,550,600 – –	4									
	1,237,060 – –	3¾									
	1,719,406 – –	3½									
	518,450 – –	3¼									
	203,300 – –	3									
5.	427,808 – –	5	9,290,601 – –	813,473 – –	83 77	180 19	264 16	18 26	96 29	378 71	
	102,000 – –	4¾									
	556,716 – –	4½									
	130,525 – –	4¼									
	628,900 – –	4									
	164,500 – –	3¾									
	311,100 – –	3½									
	14,900 – –	3¼									
	129,750 – –	5	7,690,364 – –	109,636 – –	16 64	147 54	164 38	– –	18 40	182 78	
	6,000 – –	4¾									
	300,250 – –	4½									
	107,400 – –	4¼									
	941,985 – –	4									
	120,400 – –	3¾									
	231,300 – –	3½									
	83,500 – –	4	486,677 – –	259,989 – –	36 13	– –	36 13	– –	28 06	64 19	
	5,300 – –	4½									
	76,700 – –	5									
	62,275 – –	4	495,226 – –	109,774 – –	51 02	9 28	60 30	– –	0 10	60 40	
	2,900 – –	4½									
	59,825 – –	5									
	– – –	–	22,508 – –	377,492 – –	– –	– –	– –	– –	51 0	51 0	
10.	– – –	–	2,950 – –	50,050 – –	– –	– –	– –	– –	9 37	9 37	
	– – –	–	390 – –	31,610 – –	– –	– –	– –	– –	4 40	4 40	
	—	—	—	—	—	—	—	—	—	—	
	– – –	–	7,500 – –	125,800 – –	– –	– –	– –	– –	16 00	16 00	
	– – –	–	– – –	106,666 – –	– –	– –	– –	– –	3 79	3 79	
15.	– – –	–	2,600 – –	44,000 – –	– –	– –	– –	– –	0 18	0 18	– – From last Return. The Treasurer of the Birkenhead, Lancashire, and Cheshire Junction Railway Company writes that there are no officers representing the Manchester and Southport Company.
	– – –	–	389,599 – –	643,701 – –	– –	2 76	2 76	17 0	25 10	45 06	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p' Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
Manchester, Buxton, Matlock and Midlands Junction.	453,750 – –	151,250 – –	– –	– –	605,000 – –	426,395 – –	48s. 6d. p' cent.	– – –	–	
Manchester, Sheffield, and Lincolnshire.	7,480,300 – –	2,493,400 – –	– –	– –	9,973,700 – –	4,074,802 – –	2s. 6d. p' cent.	793,272 – – 872,000 – –	6 7½	
Manchester, South Junction, and Altrincham:—(Included in the Returns of the London and North Western and Manchester, Sheffield and Lincolnshire Railway Companies).	– – –	– – –	– –	– –	– – –	– – –	–	– – –	–	
Maryport and Carlisle – – –	345,246 – –	114,700 – –	– –	– –	459,946 – –	167,175 – –	3½ p' cent.	83,912 – – 91,200 – –	4 4½	
Mayfield – – – – – –	12,500 – –	4,000 – –	– –	– –	16,500 – –	390 – –	–	– – –	–	5.
Metropolitan:—(Formerly North Metropolitan).	300,000 – –	100,000 – –	700,000	233,000	1,333,000 – –	77,990 – –	–	– – –	–	
Middlesbrough and Guisbrough –	76,000 – –	20,000 – –	– –	– –	96,000 – –	49,048 – –	4 p' cent.	– – –	–	
Middlesbrough and Redcar:—(Railway on Lease to the Stockton and Darlington Railway Company).	66,000 – –	22,000 – –	– –	– –	88,000 – –	62,650 – –	6 p' cent.	– – –	–	
Midland – – – – – –	16,356,472 17 4	4,405,685 17 8	– –	– –	20,762,158 15 –	10,008,418 – –	3⅜ p' cent.	1,799,902 – – 170,000 – – 150,000 – – 140,000 – – 899,399 – – 1,800,000 – – 189,040 – –	6 6 6 8 4½ 4½ 4	
Midland Great Western of Ireland	1,948,000 – –	648,666 – –	– –	– –	2,596,666 – –	1,150,943 – –	5 p' cent.	– – –	–	10.
Monkland – – – – – –	641,000 – –	213,666 – –	– –	– –	854,666 – –	345,428 – –	4⅝ p' cent.	55,000 – – 40,000 – – 24,660 – –	6 5 4½	
(Slamannan and Borrowstonness Stock.)	105,000 – –	35,000 – –	– –	– –	140,000 – –	10,500 – –	–	– – –	–	
Monmouthshire Railway and Canal.	622,500 – –	207,500 – –	– –	– –	830,000 – –	360,000 – –	5 p' cent.	112,500 – – 136,807 – –	5 5	
Morayshire – – – – –	29,700 – –	9,900 – –	– –	– –	39,600 – –	29,068 – –	2½ p' cent.	– – –	–	
Mountmellick Junction – –	22,500 – –	7,500 – –	– –	– –	30,000 – –	– – –	–	– – –	–	15.
Newcastle-upon-Tyne and Carlisle	1,305,000 – –	465,000 – –	230,000	– –	2,000,000 – –	1,118,152 – –	2½ p' cent.	148,460 – –	4	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	109,082 – –	4	535,477 – –	69,523 – –	– –	11 42	11 42	– –	39 37	50 79	
	227,030 – –	3¾	8,107,785 – –	1,865,915 – –	9 37	159 68½	169 25½	5 38	57 66	232 49½	
	277,701 – –	4									
	236,730 – –	4¼									
	491,464 – –	4½									
	11,925 – –	4¾									
	1,122,861 – –	5									
	– – –	–	– – –	– –	– –	9 26	9 26	– –	– –	9 26	
	1,400 – –	5	455,911 – –	4,035 – –	20 06	8 22	28 28	– –	– –	28 28	
	4,200 – –	4½									
	10,100 – –	4¼									
	500 – –	4⅛									
	77,674 – –	4									
	19,450 – –	3¾									
	300 – –	3½									
5.	– – –	–	390 – –	16,110 – –	– –	– –	– –	– –	6 0	6 0	
	– – –	–	77,990 – –	1,255,010 – –	– –	– –	– –	– –	4 16	4 16	
	5,000 – –	4¼	68,108 – –	27,892 – –	10 58	– –	10 58	– –	2 14	12 72	
	5,000 – –	4½									
	9,060 – –	5									
	1,000 – –	4	79,710 – –	8,290 – –	7 71	– –	7 71	– –	– –	7 71	
	16,060 – –	4½									
	196,730 – –	5	19,092,977 – –	1,669,181 15 –	25 78	467 55	493 53	13 63	130 02	637 38	
	504,562 – –	4¾									
	751,787 – –	4½									
	160,420 – –	4¼									
	634,778 – –	4									
	415,495 – –	3¾									
	1,212,726 – –	3½									
	42,220 – –	3¼									
	17,500 – –	3									
10.	135,860 – –	5	1,680,983 – –	915,683 – –	29 40	96 76	126 36	50 0	5 0	181 36	
	188,480 – –	5									
	148,000 – –	4½									
	51,000 – –	4									
	6,700 – –	3½									
	5,900 – –	4¾	612,275 – –	242,391 – –	25 12	10 60	35 72	6 16	14 45	56 53	
	22,250 – –	4½									
	2,000 – –	4¼									
	28,700 – –	4									
	46,900 – –	3¾									
	41,437 – –	3½									
	4,000 – –	4¼	30,500 – –	109,500 – –	—	—	—	—	—	—	
	16,000 – –	4									
	86,113 – –	5	816,557 – –	13,443 – –	25 0	20 3	45 3	– –	8 23	53 26	
	17,000 – –	4½									
	103,454 – –	4									
	683 – –	3½									
	4,800 – –	5	38,768 – –	832 – –	5 72	– –	5 72	– –	– –	5 72	
	4,900 – –	4									
15.	– – –	–	– – –	30,000 – –	– –	– –	– –	– –	3 58	3 58	– – Undertaking abandoned.
	33,300 – –	5	1,811,289 – –	188,711 – –	13 01	65 20	78 21	– –	– –	78 21	
	47,300 – –	4¾									
	165,530 – –	4½									
	10,804 – –	4¼									
	205,643 – –	4									
	82,100 – –	3½									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.			
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
Newmarket:—(Railway on Lease to the Eastern Counties Railway Company).	518,750 – –	172,915 – –	– –	– –	691,665 – –	475,462 – –	5 p'cent.	– – –	–
Newport, Abergavenny, and Hereford.	1,133,000 – –	377,333 – –	– –	– –	1,510,333 – –	446,616 – –	3 p'cent.	– – –	–
Newry and Enniskillen – –	900,000 – –	300,000 – –	– –	– –	1,200,000 – –	117,498 – –	Nil.	– – –	–
Newry, Warrenpoint, and Rostrevor.	100,000 – –	33,333 – –	– –	– –	133,333 – –	100,000 – –	Nil.	– – –	–
Norfolk:—(Railway on Lease to the Eastern Counties Railway Company).	1,679,480 – –	679,400 – –	– –	– –	2,358,880 – –	993,661 – –	3 p'cent.	336,980 – –	5
								105,000 – –	5½
								445,226 – –	4
(Lowestoft Capital and Loan)	240,000 – –	80,000 – –	– –	– –	320,000 – –	– – –	4 p'cent.	120,000 – –	4
								120,000 – –	6
Northampton and Banbury (included in the return of the London and North Western Railway Company).	—	—	—	—	—	—	—	—	—
Northern and Eastern – –	923,466 13 4	307,800 – –	– –	– –	1,231,266 13 4	910,800 – –	5 p'cent.	268,592 – –	6
Northern Counties Union – –	2,625,000 – –	875,000 – –	– –	– –	3,500,000 – –	215,123 – –	– –	– – –	–
North and South Western Junction.	65,000 – –	20,666 – –	15,000	4,934	105,600 – –	58,776 – –	3 p'cent.	– – –	–
North British – – – –	3,353,533 6 8	1,117,793 6 8	– –	– –	4,471,326 13 4	2,497,139 – –	Nil.	600,000 – –	6
								180,200 – –	5
North Devon – – – –	621,400 – –	207,100 – –	– –	– –	828,500 – –	303,886 – –	2 p'cent.	– – –	–
North Eastern – – – –	18,766,487 – –	6,074,825 – –	– –	– –	24,841,312 – –	10,923,293 – –	Berwick 3 ⅞	66,920 – –	7
								306,800 – –	6
							York and North Midland, 2½	113,286 – –	5
								611,144 – –	4½
								1,565,896 – –	4

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	82,976 – –	3½	592,128 – –	99,537 – –	15 35	7 19	22 54	– –	26 50	49 24	
	10,340 – –	4½									
	23,350 – –	5									
	14,150 – –	4	690,596 – –	819,737 – –	– –	33 62	33 62	15 32	15 11	64 25	
	26,000 – –	4½									
	20,000 – –	4¾									
	183,830 – –	5									
	– – –	–	117,498 – –	1,082,502 – –	3 43	– –	3 43	0 75	67 72	72 30	
	443 – –	6	110,625 – –	22,708 – –	5 60	– –	5 60	– –	2 41	8 21	
	7,682 – –	5									
	2,500 – –	4									
5.	1,000 – –	3½	1,955,662 – –	403,218 – –	33 33	49 39	82 72	– –	27 75	110 67	
	51,400 – –	4									
	4,000 – –	4¼									
	2,000 – –	4									
	16,395 – –	5									
	– – –	–	240,000 – –	80,000 – –	11 0	– –	11 0	– –	– –	11 0	
	—	—	—	—	—	—	—	—	—	—	
	– – –	–	1,179,392 – –	51,874 13 4	– –	44 00	44 00	– –	– –	44 00	
	– – –	–	215,123 – –	3,284,877 – –	– –	– –	– –	7 04	120 0	127 04	
10.	500 – –	4	75,276 – –	30,324 – –	– –	3 70	3 70	– –	1 20	5 10	
	16,000 – –	3¾									
	210,117 – –	3¾	4,394,017 – –	77,309 13 4	4 20	143 54	147 74	– –	14 65	162 59	
	248,700 – –	4									
	20,180 – –	4¼									
	4,000 – –	4⅜									
	290,255 – –	4½									
	129,410 – –	4¾									
	214,016 – –	5									
	17,500 – –	5	445,186 – –	383,314 – –	34 66	–	34 66	– –	13 28	48 14	
	107,300 – –	4½									
	16,500 – –	4									
	723,285 – –	5	19,873,365 – –	4,967,947 – –	115 73	562 17½	678 10½	15 06	132 24	825 10½	– – As compared with the Return to December 1853 there is an increase in the capital and loan of this Company, arising from the claim on the part of the Company to raise the balance of capital under certain Acts of the late York, Newcastle, and Berwick Company, to the extent of 261,300 *l.*, in respect of which no shares have been created, and also to raise on loan one-third of the York, Newcastle, and Berwick authorised capital, causing a further increase of 328,292 *l.* By a similar process there is also an increase in the loan of the late York and North Midland Company to the extent of 59,714 *l.*, making together an addition of 649,306 *l.*
	716,812 – –	4¾									
	885,768 – –	4½									
	133,110 – –	4¼									
	840,173 – –	4									
	8,000 – –	3⅞									
	914,120 – –	3¾									
	337,300 – –	3½									
	2,400 – –	3¼									
	1,725,058 – –	4									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.	
North London	900,000 - -	299,666 - -	75,000	25,000	1,299,666 - -	890,837 - -	4½ p' cent.	- - -	-	
North Staffordshire	4,370,000 - -	1,450,000 - -	- -	- -	5,820,000 - -	2,826,372 - -	68/ p' cent.	1,170,000 - -	5	
North Union:—(Railway on Lease to the London and North-Western and Lancashire and Yorkshire Railway Companies).	860,000 - -	376,000 - -	- -	- -	1,236,000 - -	- - -	5 p' cent.	477,326 - - 261,874 - -	10 7	
North Yorkshire and Cleveland	- - -	- - -	180,000	60,000	240,000 - -	13,839 - -	-	- - -	-	
North Western	1,320,000 - -	439,300 - -	- -	- -	1,759,300 - -	809,226 - -	1 p' cent.	126,285 - -	5	5.
Norwich and Spalding	170,000 - -	56,000 - -	- -	- -	226,000 - -	19,316 - -	-	- - -	-	
Oxford, Worcester, and Wolverhampton.	3,070,000 - -	1,022,999 - -	24,000	8,000	4,124,999 - -	1,425,975 - -	Nil.	847,274 - - 250,862 - -	6 6	
Paisley, Barrhead, and Hurlet	230,000 - -	76,666 - -	- -	- -	306,666 - -	24,150 - -	-	- - -	-	
Parkgate and Chester and Birkenhead.	50,000 - -	16,666 - -	- -	- -	66,666 - -	3,750 - -	-	- - -	-	
Peebles	70,000 - -	23,000 - -	- -	- -	93,000 - -	54,185 - -	-	- - -	-	10.
Perth and Dunkeld	- - -	- - -	80,000	20,000	100,000 - -	11,667 - -	-	- - -	-	
Portadown and Dungannon	154,775 - -	51,585 - -	- -	- -	206,360 - -	12,431 - -	-	- - -	-	
Portsmouth	400,000 - -	100,000 - -	- -	- -	500,000 - -	67,210 - -	-	- - -	-	
Port Carlisle Dock and Railway	35,000 - -	- - -	- -	- -	35,000 - -	- - -	-	35,000 - -	5	
Preston and Longridge:—(Railway on Lease to the Fleetwood, Preston, and West Riding Junction Railway Company).	48,000 - -	10,000 - -	- -	- -	58,000 - -	49,535 - -	5 p' cent.	- - -	-	15.
Rhymney	- - -	- - -	100,000	30,000	130,000 - -	11,527 - -	-	- - -	-	
Roscrea and Parsonstown Junction	100,000 - -	33,000 - -	- -	- -	133,000 - -	7,500 - -	-	- - -	-	
Royston and Hitchin:—(Railway on Lease to the Great Northern Railway Company).	346,666 - -	115,466 - -	- -	- -	462,132 - -	- - -	6 p' cent.	266,675 - -	6	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	128,050 – –	5	1,187,837 – –	111,829 – –	– –	8 34½	8 34½	– –	1 1	9 35½	
	59,925 – –	4¾									
	3,500 – –	4½									
	42,875 – –	4									
	55,000 – –	3¾									
	7,650 – –	3½									
	232,100 – –	5	5,102,248 – –	717,752 – –	10 61	112 19½	123 0½	8 22	24 19	155 41½	
	169,700 – –	4¾									
	230,126 – –	4½									
	130,200 – –	4¼									
	206,250 – –	4									
	29,000 – –	3¾									
	86,500 – –	3½									
	22,000 – –	3									
	17,200 – –	3¼	1,148,580 – –	87,420 – –	– –	39 60	39 0	– –	– –	39 60	
	47,250 – –	3½									
	13,700 – –	3¾									
	155,080 – –	4									
	6,500 – –	4¼									
	151,150 – –	4½									
	18,300 – –	4¾									
	200 – –	5									
	– – –	–	13,839 – –	226,161 – –	– –	– –	– –	– –	29 70	29 70	
5.	108,255 – –	5	1,153,008 – –	606,292 – –	15 44	30 60	46 24	– –	19 10	65 34	
	6,590 – –	4⅞									
	3,650 – –	4¾									
	48,765 – –	4½									
	4,540 – –	4¼									
	29,450 – –	4									
	2,247 – –	3¾									
	14,000 – –	3½									
	– – –	–	19,316 – –	206,684 – –	– –	– –	– –	– –	24 55	24 55	
	381,883 – –	5	3,303,149 – –	821,850 – –	15 52	78 5	93 57	4 35	22 18	120 30	
	7,000 – –	4¾									
	9,000 – –	4½									
	380,432 – –	4									
	723 – –	2½									
	– – –	–	24,150 – –	282,516 – –	– –	– –	– –	– –	8 63	8 63	
	– – –	–	3,750 – –	62,916 – –	– –	– –	– –	– –	5 12	5 12	– – Undertaking abandoned.
10.	23,000 – –	5	77,185 – –	15,815 – –	– –	– –	– –	18 62	– –	18 62	
	– – –	–	11,667 – –	88,333 – –	– –	– –	– –	– –	8 40	8 40	
	– – –	–	12,431 – –	193,929 – –	– –	– –	– –	– –	14 35	14 35	
	– – –	–	67,210 – –	432,790 – –	– –	– –	– –	9 02	25 77	34 79	
	– – –	–	35,000 – –	– – –	11 10	– –	11 10	– –	– –	11 10	
15.	3,000 – –	4	52,535 – –	5,465 – –	6 40	– –	6 40	– –	– –	6 40	
	– – –	–	11,527 – –	118,473 – –	– –	– –	– –	7 45	4 28	11 73	
	– – –	–	7,500 – –	125,500 – –	– –	– –	– –	– –	23 0	23 0	
	– – –	–	266,675 – –	195,457 – –	– –	17 64	17 64	– –	– –	17 64	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		TOTAL Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.		Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.		£.
St. Andrew's	21,000 – –	7,000 – –	– –	– –	28,000 – –	18,375 – –	4½ p' cent.	– – –		–
St. George's Harbour	30,000 – –	10,000 – –	– –	– –	40,000 – –	– – –	– –	– – –		–
St. Helen's Canal and Railway	693,400 – –	233,100 – –	– –	– –	926,500 – –	129,510 – –	Nil.	144,000 – –		5
								125,756 – –		6
								190,795 – –		4½
								74,278 – –		5½
St. Ives and West Cornwall Junction.	32,000 – –	10,000 – –	– –	– –	42,000 – –	– – –	– –	– – –		–
Salisbury and Yeovil	– – –	– – –	400,000	133,333	533,333 – –	30,000 – –	– –	– – –		–
Saundersfoot Railway and Harbour.	29,500 – –	12,000 – –	– –	– –	41,500 – –	17,500 – –	Nil.	8,000 – –		5
Scottish Central	1,295,000 – –	434,160 – –	– –	– –	1,729,160 – –	1,018,510 – –	4½ p' cent.	152,510 – –		5
Scottish Midland Junction	600,000 – –	200,000 – –	– –	– –	800,000 – –	585,501 – –	2⅞ p' cent.	– – –		–
Selkirk and Galashiels	– – –	– – –	24,000	8,000	32,000 – –	4,579 – –	– –	– – –		–
Severn Valley	600,000 – –	200,000 – –	– –	– –	800,000 – –	47,686 – –	– –	– – –		–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole.	350,000 – –	116,375 – –	– –	– –	466,375 – –	260,050 – –	5 p' cent.	– – –		–
Shrewsbury and Hereford:—(Line on Lease to Thomas Brassey, for seven years from 1 July 1854).	450,000 – –	150,000 – –	– –	– –	600,000 – –	358,396 – –	4 p' cent.	– – –		–
Shropshire Union Railways and Canal.	3,300,000 – – Reduced by Act. *See* Note.	1,100,000 – –	– –	– –	1,072,500 – –	911,246 – –	2½ p' cent.	– – –		–
Somerset Central	70,000 – –	20,000 – –	– –	– –	90,000 – –	66,161 – –	– –	– – –		–
South Devon	2,503,166 – –	80,000 – –	– –	– –	2,583,166 – –	998,080 – –	26/ p' cent.	471,675 – –		43/
								90,958 – –		4½
								80,165 – –		4
South Devon and Tavistock	– – –	– – –	160,000	53,300	213,300 – –	11,567 – –	– –	– – –		–

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	3,250 – –	4½	25,125 – –	2,875 – –	4 45	– –	4 45	– –	– –	4 45	
	3,500 – –	4									
	– – –	–	– – –	40,000 – –	– –	– –	– –	– –	4 28	4 28	
	85,255 – –	4	897,439 – –	29,061 – –	4 55	20 13	24 68	– –	8 48	33 36	
	2,000 – –	4½									
	145,845 – –	5									
	– – –	–	– – –	42,000 – –	– –	– –	– –	– –	3 56	3 56	
5.	– – –	–	30,000 – –	503,333 – –	– –	– –	– –	– –	40 45	40 45	
	– – –	–	25,500 – –	16,000 – –	7 0	– –	7 0	– –	– –	7 0	
	33,555 – –	4¼	1,589,105 – –	140,055 – –	4 45	45 52	50 17	– –	16 80	67 17	
	213,744 – –	4									
	10,000 – –	3¾									
	160,778 – –	3½									
	400 – –	3	714,879 – –	85,121 – –	4 72	32 47	37 39	3 05	10 62	51 26	
	17,500 – –	3⅓									
	900 – –	3¾									
	19,903 – –	4									
	6,650 – –	4¼									
	69,525 – –	4⅓									
	14,500 – –	Nil.									
	– – –	–	4,579 – –	27,421 – –	– –	– –	– –	– –	5 21	5 21	
10.	– – –	–	47,686 – –	752,314 – –	– –	– –	– –	– –	40 47	40 47	
	– – –	–	260,050 – –	206,325 – –	– –	10 36	10 36	– –	– –	10 36	
	80,000 – –	5	508,396 – –	91,604 – –	46 46	4 0	50 46	– –	– –	50 46	
	11,000 – –	4½									
	51,000 – –	4									
	8,000 – –	3½									
	– – –	–	911,246 – –	161,254 – –	– –	18 28	18 28	– –	– –	18 28	- By the 17 & 18 Vict., c. 179, the capital of the Company is fixed at 1,072,500 *l.*, causing a reduction of 2,227,500*l.* in the share capital, and of 1,100,000 *l.* in the loan.
	20,000 – –	5	86,161 – –	3,839 – –	12 28	– –	12 28	– –	0 31	12 59	
15.	8,780 – –	3½	2,043,779 – –	539,387 – –	43 45	13 29	56 74	1 68	10 14	68 76	
	22,455 – –	4									
	66,350 – –	4½									
	300,416 – –	5									
	4,900 – –	5									
	– – –	–	11,567 – –	201,733 – –	– –	– –	– –	4 12	13 0	17 12	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:				TOTAL Capital and Loans authorised previous to 31st December 1854.	Amount of the Share Capital of the Company actually paid up on the 31st December 1854.			
	Previous to 31st December 1853.		In 1854.			Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.		£. s. d.	£.
South Eastern	7,005,033 - -	4,390,342 - -	- -	- -	11,395,375 - -	7,727,804 - -	61/8 p'cent.	481,300 - -	4 ½
								92,464 - -	4 ½
(Late Reading, Guildford, and Reigate.)	800,000 - -	- - -	- -	- -	800,000 - -	- - -	- -	800,000 - -	-
South Staffordshire	945,000 - -	315,000 - -	- -	- -	1,260,000 - -	748,125 - -	4 p'cent.	- - -	-
South Wales	3,362,000 - -	1,061,659 - -	- -	- -	4,423,659 - -	2,475,922 - -	1½ p'cent.	130,891 - -	4
								201,011 - -	4 ½
South Wales Mineral	85,000 - -	28,000 - -	- -	- -	113,000 - -	3,380 - -	- -	- - -	-
South Yorkshire Railway and River Dun Company.	1,030,000 - -	343,625 - -	- -	- -	1,373,625 - -	478,721 - -	1⅞ p'cent.	50,520 - -	4
Staines, Wokingham, and Woking	300,000 - -	90,000 - -	- -	- -	390,000 - -	74,235 - -	- -	- - -	-
Stamford and Essendine	50,000 - -	16,000 - -	- -	- -	66,000 - -	16,275 - -	- -	- - -	-
Stirling and Dunfermline	390,000 - -	130,000 - -	- -	- -	520,000 - -	- - -	- -	390,000 - -	4
Stockport, Disley, and Whalley Bridge.	- - -	- - -	150,000	50,000	200,000 - -	18,852 - -	- -	- - -	-
Stockton and Darlington	1,050,000 - -	- - -	200,000	- -	1,250,000 - -	406,405 - -	8¼ p'cent.	283,856 - -	5
								27,800 - -	4
Strathtay and Breadalbane	120,000 - -	40,000 - -	- -	- -	160,000 - -	12,000 - -	- -	- - -	-
Swansea and Amman Junction	40,000 - -	13,000 - -	- -	- -	53,000 - -	2,000 - -	- -	- - -	-
Swansea Valley	220,000 - -	73,333 - -	- -	- -	293,333 - -	- - -	- -	- - -	-
Taff Vale	801,000 - -	267,000 - -	- -	- -	1,068,000 - -	516,000 - -	7½ p'cent.	165,000 - -	5
								60,000 - -	5
								60,000 - -	4 ½
Templemore and Nenagh	140,000 - -	46,666 - -	- -	- -	186,666 - -	- - -	- -	- - -	-

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS.
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	4,500 – –	3	10,774,293 – –	621,082 – –	9 50	244 64½	254 34½	11 40	8 32	274 26½	
	191,100 – –	3½									
	53,500 – –	3¾									
	405,723 – –	4									
	253,630 – –	4¼									
	501,950 – –	4½									
	147,650 – –	4¾									
	914,672 – –	5									
	– – –	–	800,000 – –	—	—	—	—	—	—	—	
	50,000 – –	3½	1,005,490 – –	254,510 – –	– –	25 30	25 30	0 28	12 79	38 57	
	127,650 – –	4									
	31,115 – –	4½									
	5,500 – –	4¾									
	43,100 – –	5									
	349,350 – –	5	3,867,782 – –	555,877 – –	35 51	120 44	156 15	21 18	46 14	223 47	
	50,800 – –	4¾									
	414,693 – –	4½									
	233,515 – –	4									
	11,600 – –	3½									
5.	– – –	–	3,380 – –	109,620 – –	– –	– –	– –	– –	12 26	12 26	
	108,300 – –	4½	872,788 – –	500,837 – –	14 34	16 56	31 10	6 19	11 57	49 06	
	111,697 – –	4									
	39,150 – –	3¾									
	41,900 – –	3½									
	31,500 – –	4¾									
	11,000 – –	5									
	– – –	–	74,235 – –	315,765 – –	– –	– –	– –	22 30	– –	22 30	
	– – –	–	16,275 – –	49,725 – –	– –	– –	– –	3 14	0 43	3 57	
	126,292 – –	4½	516,292 – –	3,708 – –	– –	24 50	24 50	– –	– –	24 50	
10.	– – –	–	18,852 – –	181,148 – –	– –	– –	– –	10 07	– –	10 07	
	300 – –	3¼	1,273,856 – –	– – –	8 71	29 16	38 07	– –	2 68	40 75	
	24,900 – –	3½									
	5,000 – –	3¾									
	283,925 – –	4									
	500 – –	4¼									
	116,653 – –	4½									
	17,762 – –	4¾									
	107,655 – –	5									
	– – –	–	12,000 – –	148,000 – –	– –	– –	– –	– –	9 03	9 03	
	– – –	–	2,000 – –	51,000 – –	– –	– –	– –	– –	6 47	6 47	
	– – –	–	– – –	293,333 – –	– –	– –	– –	– –	19 50	19 50	
15.	29,161 – –	5	1,068,000 – –	– – –	16 76	17 64	34 60	12 63	– –	47 43	
	44,592 – –	4½									
	154,112 – –	4									
	39,135 – –	3½									
	– – –	–	– – –	186,666 – –	– –	– –	– –	– –	20 20	20 20	Undertaking abandoned.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament: Previous to 31st December 1853. By Shares.	By Loans.	In 1854. By Shares.	By Loans.	TOTAL Capital and Loans authorised previous to 31st December 1854.	Amount of the Share Capital of the Company actually paid up on the 31st December 1854. Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest. Amounts.	Interest p'Cent. or Dividend.
	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£.
Tenby, Saundersfoot, and South Wales.	140,000 – –	46,000 – –	– –	– – –	186,000 – –	10,375 – –	–	– – –	–
Thames Haven Dock and Railway.	300,000 – –	100,000 – –	– –	– – –	400,000 – –	101,095 – –	–	– – –	–
Tralee and Killarney – –	110,000 – –	55,000 – –	– –	– – –	165,000 – –	8,250 – –	–	– – –	–
Ulster – – – –	600,000 – –	200,000 – –	– –	– – –	800,000 – –	513,856 – –	103/ p' cent.	– – –	–
Ulverstone and Lancaster –	220,000 – –	73,333 – –	– –	– – –	293,333 – –	136,953 – –	–	– – –	–
Vale of Neath – – –	595,000 – –	198,333 – –	– –	– – –	793,333 – –	513,267 – –	3½ p' cent.	– – –	–
Vale of Towy – – –	– – –	– – –	60,000	18,000 – –	78,000 – –	6,036 – –	–	– – –	–
Warrington and Stockport –	300,000 – –	99,600 – –	– –	– – –	399,600 – –	168,693 – –	Nil.	– – –	–
Waterford and Kilkenny –	450,000 – –	149,000 – –	– –	– – –	599,000 – –	368,543 – –	Nil.	– – –	–
Waterford and Limerick –	750,000 – –	250,000 – –	– –	– – –	1,000,000 – –	542,273 – –	1 p' cent.	171,500 – –	5
Waterford and Tramore –	48,000 – –	16,000 – –	– –	– – –	64,000 – –	32,157 – –	5 p' cent.	– – –	–
Waveney Valley – –	120,000 – –	35,666 – –	– –	– – –	155,666 – –	18,081 – –	–	– – –	–
Wear Valley:—(Railway on Lease to the Stockton and Darlington Railway Company).	783,972 – –	40,000 – –	– –	– – –	823,972 – –	783,950 – –	6 p' cent.	– – –	–
Wellington and Severn Junction.	60,000 – –	10,000 – –	– –	– – –	70,000 – –	9,782 – –	–	– – –	–
Wells and Fakenham – –	– – –	– – –	70,000	23,000 – –	93,000 – –	5,401 – –	–	– – –	–
West Cornwall – –	500,000 – –	165,000 – –	– –	– – –	665,000 – –	329,117 – –	Nil.	– – –	–
West End of London and Crystal Palace.	360,000 – –	100,000 – –	80,000	26,666 13 4	566,666 13 4	45,640 – –	–	– – –	–
West Hartlepool Harbour and Railway.	1,496,000 – –	498,666 – –	– –	– – –	1,994,666 – –	552,000 – –	4 p' cent.	67,352 – –	4
								102,480 – –	6
								95,640 – –	5
								139,500 – –	5
								143,600 – –	5½
West London:—(Railway on Lease to the London and North Western and Great Western Railway Companies).	210,000 – –	65,000 – –	– –	– – –	275,000 – –	150,000 – –	Nil.	79,200 – –	5

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARKS
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	- - -	-	10,375 - -	175,625 - -	- -	- -	- -	- -	7 20	7 20	--Undertaking a doned.
	- - -	-	101,095 - -	298,905 - -	- -	- -	- -	- -	4 0	4 0	
	- - -	-	8,250 - -	156,750 - -	- -	- -	- -	- -	21 70	21 70	
	116,000 - -	4	713,356 - -	86,644 - -	- -	35 50	35 50	- -	- -	35 50	
	75,000 - -	4½									
	8,500 - -	5									
5.	- - -	-	136,953 - -	156,380 - -	- -	- -	- -	18 62	- -	18 62	
	89,350 - -	5	711,247 - -	82,086 - -	9 63	15 25	25 08	6 44	4 16	35 68	
	58,630 - -	4½									
	33,300 - -	4									
	16,700 - -	3¾									
	- - -	-	6,036 - -	71,964 - -	- -	- -	- -	- -	11 17	11 17	
	29,000 - -	4	220,043 - -	179,557 - -	- -	10 68	10 68	1 19	7 61	19 68	
	10,200 - -	4½									
	12,150 - -	5									
	114,730 - -	4	483,273 - -	115,727 - -	29 05	- -	29 05	- -	- -	29 05	
10.	120,000 - -	4	980,828 - -	19,172 - -	55 36	21 50	77 06	- -	- -	77 06	
	142,755 - -	5									
	4,300 - -	6									
	12,500 - -	4	46,057 - -	17,943 - -	7 31	- -	7 31	- -	0 11	7 42	
	1,400 - -	5									
	- - -	-	18,081 - -	137,585 - -	- -	- -	- -	13 16	6 17	19 33	
	1,300 - -	3½	824,019 - -	- - -	30 53	12 41	43 14	- -	- -	43 14	
	6,765 - -	4									
	20,024 - -	4½									
	3,530 - -	4¾									
	8,450 - -	5									
	- - -	-	9,782 - -	60,218 - -	- -	- -	- -	- -	6 15	6 15	
15	- - -	-	5,401 - -	87,599 - -	- -	- -	- -	- -	9 53	9 53	
	111,900 - -	4	487,017 - -	177,983 - -	25 08	- -	25 08	18 69	- -	43 77	
	2,000 - -	4½									
	44,000 - -	5									
	- - -	-	45,640 - -	521,026 13 4	- -	- -	- -	9 27	8 0	17 27	
	430,000 - -	5	1,530,572 - -	464,094 - -	- -	45 0	45 0	- -	- -	45 0	
	- - -	-	229,200 - -	45,800 - -	3 0	- -	3 0	- -	- -	3 0	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorised by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1854.				
	Previous to 31st December 1853.		In 1854.		Total Capital and Loans authorised previous to 31st December 1854.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Dividend on Ordinary Share Capital.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest p'Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£. s. d.	£. s. d.	£.		£.	£.	
Westminster Terminus -	- - -	- - -	480,000	160,000 - -	640,000 - -	- - -	- -	- -	-	
Wharfdale - - - -	420,000 - -	140,000 - -	- -	- - -	560,000 - -	62,285	- -	- -	-	
Whitehaven and Furness Junction.	345,000 - -	124,033 - -	- -	- - -	469,933 - -	282,776	Nil.	25,144	5½	
Whitehaven, Cleator, and Egremont.	- - -	- - -	50,000	16,600 - -	66,600 - -	17,950	-	- -	-	
Whitehaven Junction -	163,000 - -	54,000 - -	12,000	4,000 - -	233,000 - -	100,000	5 p'cent.	25,000 7,000 7,678	6 4½ 5	5.
Wimbledon and Croydon -	45,500 - -	8,000 - -	- -	- - -	53,500 - -	20,391	- -	-	-	
Wishaw Guaranteed (included in the Return of the Caledonian Railway Company).	—	—	—	—	—	—	—	—	—	
Worcester and Hereford -	580,000 - -	170,000 - -	- -	- - -	750,000 - -	87,117	- -	- -	-	
Wycombe - - -	100,000 - -	33,333 6 8	- -	- - -	133,333 6 8	50,569	3 p'cent.	- -	-	
£.	274,631,232 17 4	92,787,805 17 8	7,158,970	1,952,632 13 4	368,384,308 5 -	166,030,806	- -	49,377,952	-	

	Capital.	Loan.	Total.
	£. s. d.	£. s. d.	£. s. d.
Authorised to December 1853 - - -	274,369,932 17 4	92,399,799 17 8	366,769,732 15 -
Increase in the Return of the North Eastern Company - - - - - - -	261,300 - -	388,006 - -	649,306 - -
Total to December 1853 - - - -	274,631,232 17 4	92,787,805 17 8	367,419,038 15 -
Capital and Loan authorised by Acts passed in 1854 - - - - - - - -	7,158,970 - -	1,952,632 13 4	9,111,602 13 4
	281,790,202 17 4	94,740,438 11 -	376,530,641 8 4
Deductions caused by Acts passed in 1854, and by abandonment of Bristol and South Wales Junction Railway under the Warrant of the Board of Trade - - -	5,789,625 10 -	2,356,707 13 4	8,146,333 3 4
Total to December 1854 - - - -	276,000,577 7 4	92,383,730 17 8	368,384,308 5 -
Total to December 1853 - - - -	274,369,932 17 4	92,399,799 17 8	366,769,732 15 -
Increase - - - £.	1,630,644 10 -	- - - -	1,614,575 10 -
Decrease - - - £.	- - - -	16,069 - -	—

Board of Trade,
9 August 1855.

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1854.		Total Amount which, at the End of 1854, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1854, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1854.			Length of Line in course of Construction on the 31st Dec. 1854.	Length of Line authorised, but which was not commenced on the 31st Dec. 1854.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1854.	REMARK
	Amounts.	Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.	£.	£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
	- - -	-	- - -	640,000 - -	- -	- -	- -	- -	5 25	5 25	
	- - -	-	62,285 - -	497,715 - -	- -	- -	- -	- -	22 15	22 15	
	25,423 - -	4	432,853 - -	37,080 - -	34 52	- -	34 52	- -	1 38	36 10	
	31,700 - -	4½									
	1,700 - -	4¾									
	66,110 - -	5									
	- - -	-	17,950 - -	48,650 - -	- -	- -	- -	6 48	- -	6 48	
5.	4,000 - -	5	184,678 - -	48,322 - -	12 02½	- -	12 02½	- -	0 42½	12 45	
	3,950 - -	4¾									
	11,310 - -	4½									
	9,415 - -	4									
	2,800 - -	3¾									
	13,525 - -	3½									
	- - -	-	20,391 - -	33,109 - -	- -	- -	- -	3 30	2 21	5 51	
	—	—	—	—	—	—	—	—	—	—	
	- - -	-	87,117 - -	662,883 - -	- -	- -	- -	- -	30 43	30 43	
	13,500 - -	5	64,069 - -	69,264 6 8	9 70	- -	9 70	- -	- -	9 70	
	70,660,036 - -	-	286,068,794 - -	82,243,299 5 -	1,950 13½	6,103 75¾	8,054 09¼	827 05½	3,815 49¾	12,696 64½	

	£.	s.	d.
Amount raised by Shares and on Loan to December 1854 - - - - - - - -	286,068,794	-	-
Ditto - - - ditto - - - to December 1853 - - - - - - - -	273,324,516	-	-
Amount raised during 1854 - - - - - - - - - - - - - £.	12,744,278	-	-

James Booth.

RETURN of the AMALGAMATION of RAILWAY COMPANIES which has been effected, either by Purchase, Lease, or otherwise, during 1854, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected.

NAME OF RAILWAY.	Act under which the Amalgamation, Purchase, or Lease has been effected.	Length in Miles.	Company from which it has been Transferred.	Transfer to which it has been subject						REMARKS.
				By Amalgamation.		By Purchase.		By Lease.		
				Companies Amalgamated.	Date of Amalgamation.	Company Purchasing.	Date of Purchase.	Company taking Lease.	Date of Commencement of Lease.	Date of Expiration of Lease.	
		M. ch.									
Bangor and Caernarvon	17 & 18 Vict. c. 168.	7 7	Bangor and Caernarvon.	-	-	-	-	Chester and Holyhead	10 July 1854.	Lease in perpetuity.	—
Shrewsbury and Hereford	17 & 18 Vict. c. 174.	50 46	Shrewsbury and Hereford.	-	-	-	-	-	1 July 1854.	1 July 1862.	Leased to Thomas Brassey.
Eastern Union	17 & 18 Vict. c. 220.	104 53	Eastern Union	-	-	-	-	Eastern Counties	1 January 1854.	1 January 2853.	—
Newmarket to Chesterford	10 & 11 Vict.	15 0	Newmarket	-	-	Eastern Counties.	—				
Bury Extension	17 & 18 Vict. c. 220.	14 0	-	-	-	-	-	Eastern Counties	April 1854	Lease in perpetuity.	—
Great Western, Shrewsbury and Chester, Shrewsbury and Birmingham	17 & 18 Vict. c. 222.	- -	-	Great Western, Shrewsbury, and Chester, Shrewsbury and Birmingham	7 August 1854.	—					
York, Newcastle, and Berwick, York and North Midland, Leeds Northern.	17 & 18 Vict. c. 211.	678 0	-	York, Newcastle, and Berwick, York and North Midland, Leeds Northern.	31 July 1854.	Amalgamated under the name of the North Eastern Railway Company.	—				
Malton and Driffield Junction.				Malton and Driffield Junction.	28 October 1854.						

Board of Trade,
9 August 1855.

James Booth.

RETURN from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines.

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.*	
			M. c.	M. c.	£.	
Alford Valley	9 & 10 Vic. c. 134	- - -	15 77	15 77	128,989	
Ashburton, Newton, and South Devon	9 Vic. c. 238	July 1851	10 31	10 31	173,333	
Ayrshire and Galloway (Smithstown and Dalmellington).	10 Vic. c. 10	8 June 1850	6 40	3 60	—	
Ayrshire, Bridge of Weir, and Port Glasgow Junction.	9 & 10 Vic. c. 237	22 July 1850	6 30	6 30	166,600	- - Less 24,825 *l.* expended.
Belfast and County Down	9 & 10 Vic. c. 87	26 June 1851	45 32	28 49	666,666	
Birmingham and Oxford Junction	9 & 10 Vic. c. 337 9 & 10 Vic. c. 338	3 Aug. 1851	40 35	10 20	100,000	
Birmingham, Wolverhampton, and Stour Valley.	9 & 10 Vic. c. 328	3 Aug. 1849	17 39	3 1	—	
Blackburn	9 & 10 Vic. c. 265	24 July 1853	32 01	19 31	—	
Boston, Stamford, and Birmingham:						
Stamford and Wisbeach Line	9 & 10 Vic. c. 93	26 June 1849	22 0	22 0	336,000	
Peterborough and Thorney Branch	10 & 11 Vic. c. 112	2 July 1850	6 0	6 0	106,600	
	10 & 11 Vic. c. 155	- - -	11 33½	11 33½	213,333	
	10 & 11 Vic. c. 193	- - -	1 14	1 14	53,333	
Bridgewater and Taunton Canal and Stolford Railway and Harbour.	9 & 10 Vic. c. 145	3 July 1851	10 56	10 56	—	
Bristol and Exeter:						
Martock to Crewkerne	9 & 10 Vic. c. 181	16 July 1851	6 0	6 0	—	
Bleadon to Wells	11 & 12 Vic. c. 77	22 July 1851	23 20	23 20	733,000	
Taunton and Castle Cary Branch	11 & 12 Vic. c. 82	22 July 1851	22 7	22 7	473,000	
Buckinghamshire:						
Aylesbury Extension Line	10 & 11 Vic. c. 236	July 1850	10 48	10 48	293,000	
Caledonian:						
Clydesdale Junction	9 & 10 Vic. c. 395	26 Aug. 1851	2 64	2 64	21,300	
Glasgow Termini and Branches	9 & 10 Vic. c. 314	3 Aug. 1851	2 29	2 29	533,300	
Edinburgh Station and Branches	10 & 11 Vic. c. 237	22 July 1852	5 37	4 25	266,600	
Wilsontown, Fauldhouse, Biggar, and Broughton Branches.	10 & 11 Vic. c. 23	8 June 1852	22 17	22 17	333,300	
Dumfriesshire and Cumberland Branches	10 & 11 Vic. c. 172	9 July 1852	20 49	20 49	400,000	
Glasgow Station	11 & 12 Vic. c. 121	14 Aug. 1851	2 03	1 0	333,300	
Caledonian and Dumbartonshire Junction:						
Portion of Main Line from Glasgow to Bowling and the Branches to Helensburgh, &c.	9 & 10 Vic. c. 81	26 June 1851	20 1	26 31	—	
Deviations and Branches Act, 1847	10 Vic. c. 81	2 July 1850	5 30			
Cheltenham and Oxford	10 & 11 Vic. c. 154	9 July 1852	37 74	37 74	1,333,000	
Chester and Holyhead:						
Holyhead Extension	10 & 11 Vic. c. 238	22 July 1850	1 77	1 37	150,000	
Cockermouth and Workington:						
Branch to Bridgefoot	12 & 13 Vic. c. 38	26 June 1851	0 36	0 36	3,000	

* *Note.*—The sums stated include all the Capital which the Companies are authorised to raise, whether by the issue of shares or the exercise of their borrowing powers.

(*continued*)

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
Cockermouth and Workington Extension	9 & 10 Vic. c. 342	3 Aug. 1849	14 30	14 30	260,000	
Colchester, Stour Valley, Sudbury, and Halstead	9 & 10 Vic. c. 76	26 June 1849	19 24	6 07	—	
	10 & 11 Vic. c. 11	8 June 1850	14 16	14 16	346,000	
	10 & 11 Vic. c. 18	8 June 1850	10 46	10 46	220,000	
Cork and Waterford	9 & 10 Vic. c. 397	26 Aug. 1851	97 44	97 44	1,693,500	
Cork, Blackrock, and Passage	9 & 10 Vic. c. 148	16 July 1849	7 29	1 5½	—	
	10 & 11 Vic. c. 59	25 June 1850				
Coventry, Nuneaton, Birmingham, and Leicester	9 & 10 Vic. c. 253	27 July 1851	15 11	15 11	360,000	
Deeside	9 & 10 Vic. c. 158	16 July 1851	29 12	29 12	293,333	
Delabole and Rock	7 & 8 Vic. c. 88	- - -	16 59	16 59	20,000	
Direct London and Portsmouth	9 & 10 Vic. c. 83	26 June 1849	60 36	60 36	2,010,000	- Of this sum, 134,175*l.* 5*s.* has been raised by the Company.
	10 & 11 Vic. c. 167	9 July 1850				
Drumpeller	6 & 7 Vic. c. 63	22 July 1853	1 60	0 77½	20,246/13	
Dublin, Belfast, and Coleraine Junction	9 & 10 Vic. c. 321	3 Aug. 1851	88 70	88 70	856,533	
Dundee and Newtyle:						
Improvement of Line of Railway	10 & 11 Vic. c. 106	2 July 1850	4 41	4 41	66,666	
Eastern Counties:						
Epping Extension	9 & 10 Vic. c. 205	16 July 1849	11 0	11 0	293,333	
Wisbeach to Spalding	10 & 11 Vic. c. 235	22 July 1850	21 0	21 0	333,333	
Cambridge to Bedford	10 & 11 Vic. c. 158	9 July 1850	29 40	24 0	460,000	
East Anglian	8 & 9 Vic. c. 48	30 June 1851	20 77	15 76	—	
	12 & 13 Vic. c. 52					
East Lancashire:						
Crawshaw Booth Branch	9 & 10 Vic. c. 276	22 July 1850	1 34	1 34	20,000	
Liverpool Dock Branches and Branches to North Union and Blackburn and Preston Railways.	9 & 10 Vic. c. 381	18 Aug. 1849	25 59	2 07	—	
Edinburgh and Bathgate	9 & 10 Vic. c. 332	3 Aug. 1851	23 30	9 18	—	
Edinburgh and Glasgow:						
Carron Branch	9 & 10 Vic. c. 165	16 July 1849	1 43	1 43	—	
Branch to Falkirk Iron-works	9 & 10 Vic. c. 165	16 July 1849	0 68	0 68	—	
Edinburgh, Perth, and Dundee:						
St. Andrew's and Newburgh Harbour Branches.	10 & 11 Vic. c. 277	22 July 1850	5 69	5 69	85,333	
Portion between Ferry Port-on-Craig and Newport.	9 & 10 Vic. c. 136	3 July 1849	3 0	3 0	—	
Leith and Granton Junction	10 & 11 Vic. c. 152	9 July 1850	0 54¼	0 54¼	60,000	
Leith Extension	10 & 11 Vic. c. 151	9 July 1850	0 20¾	0 20¾	74,000	
Roscobie, Kiltyhead, and Glencraig Branches.	11 & 12 Vic. c. 112	25 July 1851	8 42	8 42	171,666	
Exeter and Exmouth	9 & 10 Vic. c. 129	2 July 1849	10 37	10 37	213,000	
Exeter, Yeovil, and Dorchester	11 & 12 Vic. c. 85	21 July 1848	69 27½	69 27½	1,866,000	
Fleetwood, Preston, and West Riding Junction	9 & 10 Vic. c. 246	27 July 1851	16 0	12 0	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
General Terminus and Glasgow Harbour	9 & 10 Vic. c. 130 10 & 11 Vic. c. 75	3 July 1849 2 July 1850	2 19 1 48	1 8 0 37	—	
Glasgow, Airdrie, and Monklands Junction	9 & 10 Vic. c. 263	27 July 1849	10 55¼	10 55¼	533,000	
Branch to Clydesdale Junction	9 & 10 Vic. c. 263	27 July 1849	2 69¼	2 69¼	—	
Mile End Branch	9 & 10 Vic. c. 263	27 July 1849	0 70	0 70	—	
Cowlairs Branch	10 & 11 Vic. c. 245	22 July 1850	2 48½	2 48½	133,000	
Glasgow and South Western	10 & 11 Vic. c. 182 10 & 11 Vic. c. 184 10 & 11 Vic. c. 185	9 July 1852 9 July 1852 9 July 1852	36 26 60 46 18 49	36 26 49 30 17 0	933,300	- - No distinct appropriation of capital.
Glasgow and Belfast Union	9 & 10 Vic. c. 392	26 Aug. 1851	22 0	22 0	440,000	
Linwood Branch	9 Vic. c. 60 -	18 June 1851	1 5	1 5	—	
Swinlees Branch	9 Vic. c. 60 -	18 June 1851	2 42	0 44	—	
Hurlford and Strathaven, Newmills to Strathaven	9 Vic. c. 62 -	18 June 1851	14 50	9 10	—	
Crawick Branch	9 & 10 Vic. c. 372	13 Aug. 1851	16 28	16 28	—	
Annan Harbour Branch	9 & 10 Vic. c. 372	13 Aug. 1851	1 15	1 15	—	
Glasgow, Paisley, and Greenock:						
Branch to the Clyde	9 & 10 Vic. c. 143	3 July 1849	0 16	0 16	33,333	
Branch to Polloc and Govan Railway	9 & 10 Vic. c. 188	16 July 1849	0 30	0 30	20,000	
Branch to the Caledonian Railway	10 & 11 Vic. c. 168	9 July 1850	0 30	0 30	33,333	
Glasgow, Strathaven, and Lesmahagow Direct	- - - -	- - -	15 23	15 23	—	
Great Northern:						
Isle of Axholme Extension	11 & 12 Vic. c. 114	14 Aug. 1851	35 74	35 74	400,000	
St. Alban's Branch	10 & 11 Vic. c. 272	22 July 1850	14 15	14 15	400,000	
Sutton Branch	10 & 11 Vic. c. 286	22 July 1850	3 39	3 39	86,500	
Bishopthorpe Deviation	10 & 11 Vic. c. 146	9 July 1850	1 68	1 68	37,000	
Stamford and Spalding	9 & 10 Vic. c. 352	7 Aug. 1851	7 51	7 51	133,000	
Askerne to York Gainsboro' to Bawtry Branch to Shipping Quay, Boston Branch to River Trent Branch to Hull and Selby Railway Branch to Bedford	9 & 10 Vic. c. 71	26 June 1851	282 66	47 50	—	
Great North of Scotland	9 & 10 Vic. c. 103	26 June 1853	137 60	98 60	- -	- The amount of capital which the Company will not require cannot at present be ascertained.
Great North of Scotland (Eastern Extension)	9 & 10 Vic. c. 135	- - -	47 52½	47 52½	526,228	
Great Southern and Western:						
Mallow and Fermoy	9 & 10 Vic. c. 194	16 July 1851	16 64	16 64	203,530	
Clonmel and Thurles	9 & 10 Vic. c. 198	16 July 1851	26 29	26 29	533,000	
Great Western:						
Fenny Compton to Rugby	8 & 9 Vic. c. 188	4 Aug. 1850	50 46	15 32	—	
Berks and Hants Extension	11 & 12 Vic. c. 74	22 July 1851	35 60	35 60	800,000	
Great Western and Uxbridge	9 & 10 Vic. c. 166	15 July 1851	2 46	2 46	66,680	
Hayling Bridge	14 & 15 Vict., c. 68.	3 July 1853	1 26	1 26	6,600	
Kilkenny and Great Southern and Western	9 & 10 Vic. c. 360	7 Aug. 1849	26 5	26 5	300,000	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
Lancashire and Yorkshire:						
Bacup Branch Railway	- - - -	- - -	8 22	8 22		
Middleton Branch Railway	- - - -	- - -	1 33	1 33		
Ossett and Thornhill Colliery	9 & 10 Vic. c. 306	3 Aug. 1851	2 75	2 75	30 00	
Whitley Colliery Branch	- - - -	- - -	0 27	0 27		
Horbury and Criggleston Colliery	- - - -	- - -	1 63	1 63		
Branches under the West Riding Union Railways Act, 1846	9 & 10 Vic. c. 390	18 Aug. 1851	46 60	20 26	600,000	
Leeds and Bradford:						
Branch to Haworth	8 & 9 Vic. c. 38	30 June 1848	29 2	4 33	- -	-- No portion of the capital authorised by the Act is specifically appropriated to the formation of the Branch.
Junction Line at Bradford	9 & 10 Vic. c. 301	3 Aug. 1849	1 2	1 2	40,000	
Leeds Northern:						
St. Helen's Branch Deviations	9 & 10 Vic. c. 153	16 July 1849	2 0	2 0	73,333	
Harrogate and Pateley Branch	10 & 11 Vic. c. 68	22 July 1851	13 0	13 0	205,333	
Limerick, Ennis, and Killaloe Junction	9 & 10 Vic. c. 195	- - -	37 19	37 19	400,000	
Liskeard and Caradon	6 & 7 Vic. c. 43	27 June 1846	10 10	1 30	- -	-- No portion of the capital of the Company has been specifically appropriated to the construction of the part of the Line for which the land has not been purchased.
Liverpool, Manchester, and Newcastle-upon-Tyne Junction:						
Main Line	9 & 10 Vic. c. 90 10 & 11 Vic. c. 227	26 June 1849 22 July 1850 26 June 1851	41 43	41 43	1,913,333	
Hawes Branch	10 & 11 Vic. c. 227	- - -	9 14 3/4	9 14 3/4		
Burnley Branch	10 & 11 Vic. c. 240	22 July 1850	0 52 1/2	0 52 1/2		
Llynvi Valley	9 & 10 Vic. c. 353	7 Aug. 1849	10 0	13 40	266,000	
Extension	10 & 11 Vic. c. 79	2 July 1850	3 40			
London and Blackwall	14 Vic. c. 30	23 July 1853	0 31	0 31	100,000	
London and North-Western:						
Rainford Branch	8 & 9 Vic. c. 123	21 July 1848	13 1	5 0	- -	- - No capital was specifically authorised to be raised for the construction of this Branch.
Bollington Branch	9 & 10 Vic. c. 80	26 June 1849	2 20	2 20	- -	- - No capital was authorised to be raised by this Act.
Huyton and Aston						
Huyton, Prescot, and St. Helen's						
Warrington and Kenyon	9 & 10 Vic. c. 261	27 July 1849	31 0	26 0	1,533,333	
Warrington and Parkside						
Huyton and Warrington Branch	9 & 10 Vic. c. 193	16 July 1849	12 0 3/4	12 0 3/4	240,000	
Weedon and Northampton Branch	9 & 10 Vic. c. 309	3 Aug. 1849	5 73	5 73	125,000	
Newport Pagnell, Olney, and Wellingborough Branch.	10 & 11 Vic. c. 107	2 July 1850	20 36	20 36	500,000	
Atherstone and Whiteacre	10 & 11 Vic. c. 118	2 July 1850	6 56	6 56	173,333	
St. Albans, Luton, and Dunstable	10 & 11 Vic. c. 132	9 July 1850	22 53	22 53	462,000	
Birmingham and Lichfield	10 & 11 Vic. c 139	9 July 1850	13 50	13 50	350,000	
Portobello and Wolverhampton	10 & 11 Vic. c. 188	9 July 1850	2 7 1/2	2 7 1/2	50,000	
Kenilworth and Berkswell	10 & 11 Vic. c. 278	22 July 1850	5 0	5 0	203,000	
Widnes Branch	10 & 11 Vic. c. 294	23 July 1850	1 22 1/2	1 22 1/2	31,000	
Prescotbrook Colliery Branch			0 40	0 40		

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
London and South Western:			M. c.	M. c.	£.	
Andover and Southampton Branch Railway.	10 & 11 Vic. c. 115	2 July 1850	19 55	19 55	400,000	
Salisbury and Yeovil, with Branches to Shaftesbury, &c.	11 & 12 Vic. c. 87	22 July 1851	45 2	45 2	1,166,666	
Lymington Branch Railway	10 & 11 Vic. c. 96	2 July 1850	4 7½	4 7½	80,000	
Weymouth Branch Railway	10 & 11 Vic. c. 97	2 July 1850	9 43	9 43	243,000	
London Bridge Extension Railway	9 & 10 Vic. c. 391	26 Aug. 1849	1 37	1 37	—	
Basingstoke and Salisbury Branch Railway	9 & 10 Vic. c. 370 12 & 13 Vic. c. 33	13 Aug. 1851	33 58	2 40	—	
London, Brighton, and South Coast:						
East Grinstead Branch	9 Vic. c. 54	18 June 1849	6 60	6 60	225,332	
Littlehampton Branch	9 Vic. c. 68	18 June 1848	1 20	1 20		
Steyning Branch	9 Vic. c. 69	18 June 1849	4 0	4 0		
Wandsworth Branch	9 & 10 Vic. c. 281	27 July 1849	6 40	6 40	186,666	
Loughor	9 & 10 Vic. c. 401 14 & 15 Vic. c. 127	28 Aug. 1853	4 40	4 40	24,000	
Malton and Driffield Junction	9 & 10 Vic. c. 77	26 June 1849	24 07	5 04½	—	
Manchester, Buxton, Matlock, and Midlands Junction	9 & 10 Vic. c. 192 10 & 11 Vic. c. 247	16 July 1849 22 July 1850	47 27	9 5	—	
Bakewell Branch	11 & 12 Vic. c. 156	31 Aug. 1851	3 52	3 52	—	
Midland:						
Burton to Nuneaton	9 & 10 Vic. c. 203	16 July 1849	28 0	16 65	—	
Erewash Valley Extension and Crick Branch.	9 & 10 Vic. c. 102	26 June 1849	9 57	8 33	—	
Clay Cross and Newark Branch	9 & 10 Vic. c. 157	16 July 1849	28 35	23 60	—	
King's Norton and Hales Owen Branches	9 & 10 Vic. c. 340	3 Aug. 1849	5 48	5 48	—	
Nottingham and Lincoln Extension	10 & 11 Vic. c. 214	22 July 1850	0 51	0 51	—	
Wansford Branch	10 & 11 Vic. c. 215	22 July 1850	5 76	5 76	—	
Alfreton Branch	10 & 11 Vic. c. 191	9 July 1850	0 38	0 38	—	
Erewash Valley (Brinsley Branch)	9 & 10 Vic. c. 156	16 July 1849	1 13	1 2	—	
Ripley, &c., Branches	11 & 12 Vic. c. 88	24 July 1853	10 28	3 20	—	
Monkland:						
Bathgate Branch	9 & 10 Vic. c. 151	16 July 1849	5 19	4 35	81,333	
Chapelhall Branch	9 & 10 Vic. c. 179	16 July 1849	2 44	2 44	48,000	
Mountmellick Junction	9 & 10 Vic. c. 197	15 July 1851	3 58	3 58	30,000	
Newmarket:						
Cambridge Branch	9 & 10 Vic. c. 172	16 July 1849	23 12	6 30	—	
Thetford Extension	10 Vic. c. 20	8 June 1850	19 56	19 56	566,666	
Newport, Abergavenny and Hereford:						
Pontypool Branch Usk Branch Usk Bridge Branch Ragland Branch	9 & 10 Vic. c. 63 10 & 11 Vic. c. 86	3 Aug. 1851 2 July 1852	11 63 1 37	11 63 1 37	— —	
Newry and Enniskillen	8 & 9 Vic. c. 129	21 July 1848	71 55	67 0	1,100,100	- - Balance of capital and loan.
Newry, Warrenpoint, and Rostrevor	9 & 10 Vic. c. 245	27 July 1849	8 21	2 41	- -	- - No specific appropriation of capital to the Branch to Rostrevor.
Norfolk:						
Fakenham to Wells and Blakeney	9 & 10 Vic. c. 169	16 July 1849	29 20	16 74¼	400,000	
Wymondham to Diss	10 & 11 Vic. c. 94	2 July 1850	11 55	11 55	213,333	
Reedham to Diss and Halesworth Branch	10 & 11 Vic. c. 64	25 June 1850	37 13	37 13	573,333	
Northampton and Banbury	10 & 11 Vic. c. 178	9 July 1850	21 73	21 73	666,600	
North British:						
Cockenzie Branch	9 & 10 Vic. c. 73	26 June 1849	1 20	1 20	- -	- - No portion of the capital authorised by the Acts is specifically appropriated to the construction of these Branches.
Selkirk and Jedburgh Branches	9 & 10 Vic. c. 74	26 June 1849	12 40	12 40	—	
Haddington Branch Extension	10 & 11 Vic. c. 136	9 July 1850	1 0	1 0	—	
North Berwick Branch (part)	9 & 10 Vic. c. 74	26 June 1849	0 30	0 30	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
North Devon:						
Bideford Branch Southmolton Branch	10 & 11 Vic. c. 273	22 July 1852	6 1½ 7 26½	6 1½ 7 26½	180,000	
North Staffordshire	10 & 11 Vic. c. 108	2 July 1850	2 78	2 78	50,000	- - Probable expense calculated by the Company.
Northern Counties Union	9 & 10 Vic. c. 260	26 July 1851	127 4	120 0	3,284,877	
Oxford, Worcester, and Wolverhampton:						
Worcester Branch Kingswinford Branch	8 & 9 Vic. c. 184	4 Aug. 1850	1 35½ 2 50	1 35½ 2 50	- - —	- - No portion of the capital authorised by the Act is specifically appropriated to the Branches.
Witney Branch	9 & 10 Vic. c. 278	26 July 1851	4 77	4 77	29,000	
Paisley, Barrhead, and Hurlet	11 & 12 Vic. c. 155	31 Aug. 1851	8 63	8 63	306,666	
Scottish Central:						
Denny Branch	9 & 10 Vic. c. 180	- - -	3 49	3 49	—	
Crief Branch	9 & 10 Vic. c. 191	- - -	9 39	9 39	—	
Scottish Midland Junction:						
Dunkeld Branch Blairgowrie Branch Kerriemuir	9 & 10 Vic. c. 375	22 July 1851	16 60	16 60	400,000	
Shrewsbury and Chester:						
Part of Crickheath Branch, and the whole of Wem Branch.	9 & 10 Vic. c. 274	27 July 1849	13 39	11 19	240,000	
South Devon:						
Sutton Pool Branch	9 & 10 Vic. c. 402	28 Aug. 1849	6 56½	1 57½	—	
Brixham Extension and Torquay Extension.	10 & 11 Vic. c. 242	22 July 1850	8 64	8 64	320,000	
South Staffordshire:						
Darleston Branch Daw End Branch	9 & 10 Vic. c. 300	3 Aug. 1849	1 40 0 57½			
Cannock Branch Wyrley Branch	10 & 11 Vic. c. 189	9 July 1849	7 25½ 0 33½	11 36¼	118,500	
Norton Branch	- - - -	- - -	1 40			
South Yorkshire, Doncaster, and Goole	10 & 11 Vic. c. 291	22 July 1850	17 40	1 28	20,250	
South Wales:						
Monmouth Branch	8 & 9 Vic. c. 190	Aug. 1850	23 15	19 0	—	
Swansea Valley	10 & 11 Vic. c. 101	2 July 1852	19 50	19 50	293,333	
Tenby, Saundersfoot, and South Wales	9 & 10 Vic. c. 256	- - -	7 20	7 20	186,000	
Thames Haven	6 & 7 W. 4, c. 108	4 July 1852	15 66	12 0	—	
Vale of Neath	9 & 10 Vic. c. 341 15 Vic. c. 16	3 Aug. 1851 28 May 1854	2 20 7 20	2 20 0 55	37,500 —	
West Cornwall:						
Falmouth Branch	9 & 10 Vic. c. 336	July 1851	5 25	5 25	—	
Wharfdale	9 & 10 Vic. c. 177	16 July 1851	22 15	22 15	560,000	
Whitehaven Junction	11 & 12 Vic. c. 80	22 July 1851	0 42½	0 42½	40,000	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—*continued.*

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorised.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorised to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire previous to the 31st day of December 1854, without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
York and North Midland:						
Leeds Extension	9 & 10 Vic. c. 89	26 June 1849	14 61	14 61	480,000	
Branch from Harrowgate to Knaresborough and Boroughbridge.	10 & 11 Vic. c. 219	22 July 1850	10 40	10 40	175,000	
Branch to Castleton from Whitby and Pickering Railway.	9 Vic. c. 59	18 June 1849	11 0	11 0	90,000	
Hornsea Branch	9 Vic. c. 66	18 June 1849	27 20	11 0	—	
Dock Branch at Hull, and part of Market Weighton Branch.	9 Vic. c. 65 and c. 66.	18 June 1849	35 10	13 50	—	
York, Newcastle, and Berwick:						
Pelaw and other Branches	10 & 11 Vic. c. 134	9 Feb. 1850	17 32	16 70	298,633	
Helmsley Branch	9 Vic. c. 58	13 July 1851	5 11	5 11	30,000	
Branch out of Thirsk and Malton Branch into Helmsley Branch	9 Vic. c. 58	13 July 1851	0 56	0 56		
Blyth Branch	8 & 9 Vic. c. 163	13 July 1852	4 73	4 73	—	— No part of the capital specifically appropriated for this Branch.
Brewery Quay Branch	8 & 9 Vic. c. 92	21 July 1848	0 14	0 14	—	
Metcalfe Dock Branch			0 11	0 11	—	
South Junction of Bowbridge Branch	9 & 10 Vic. c. 95	18 June 1849	0 69	0 69	—	
Barmoor Branch	12 & 13 Vic. c. 58	13 July 1852	4 6	4 6	—	— ditto.
Alnmouth Branch			0 78	0 78		
Branch to Quay, Newcastle			0 24	0 24		
TOTAL			3,293 40¼	2,389 11¼	40,492,954	

Board of Trade, Whitehall,
9 August 1855.

James Booth.

RAILWAYS.

RETURN, showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorised to raise by Acts passed previous to and in 1854; the AMOUNT of SHARE CAPITAL actually Paid up on the 31st day of December 1854, &c.

RETURN of the AMALGAMATION of RAILWAY COMPANIES effected during 1854; and,

RETURN showing the Length of each Line for which the Powers granted by Parliament for the compulsory Purchase of the Land required for its Construction have been allowed to expire without the Exercise of such Powers, &c., (in continuation of Parliamentary Paper, No. 494, Sess. 1854).

(*Mr. Wilson.*)

Ordered, by the House of Commons, *to be Printed*,
11 *August* 1855.

510.

Under 8 *oz.*

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 28 June 1855;—*for*,

A RETURN "of the Number and Description of PERSONS employed on each of the RAILWAYS in *England* and *Wales*, *Scotland* and *Ireland*, respectively, on the 30th day of June 1855, which may at that Date be Open for Traffic; also, the Length of Line, with the Number of Stations Open for Public Traffic on the same Day:"

"And, Similar RETURN for each LINE and BRANCH LINE of RAILWAY which has been Authorized, but which may not be Open for Traffic on the 30th day of June 1855; distinguishing the LENGTH of each such LINE or BRANCH LINE on which the Works may be in Progress, and the LENGTH on which they may not be in Progress at that Date; and specifying the Act or Acts authorizing such Railways—(in continuation of Parliamentary Paper, No. 495, of Session 1854)."

(*Mr. Bouverie.*)

Ordered, by The House of Commons, *to be Printed*,
11 *August* 1855.

ENGLAND AND WALES. - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *England* and
(with the Number of Stations

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Aberdare - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Ambergate, Nottingham, and Boston, and Eastern Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bedford - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Birkenhead, Lancashire and Cheshire Junction.	2	1	1	–	1	3	5	15	2	1	36	6	16	16	13
Birmingham, Wolverhampton and Stour Valley.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Blackburn - - - - - -	1	–	–	–	–	1	–	–	–	–	3	1	–	–	–
Blyth and Tyne - - - - -	4	–	1	6	1	1	–	9	1	–	4	3	19	17	17
Bodmin and Wadebridge - - - -	1	1	1	1	–	–	–	6	–	–	1	–	1	1	2
Bristol and Exeter - - - - -	1	–	3	2	3	1	13	15	2	4	95	68	29	29	31
Briton Ferry, Dock and Railway - -	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–
Buckinghamshire - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Chester and Holyhead - - - -	4	–	1	–	2	2	15	29	8	3	61	16	3	–	21
Clarence - - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cockermouth and Workington - - -	1	–	–	–	–	1	–	4	–	–	2	1	2	2	–
Colchester, Stour Valley, Sudbury and Halstead.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cromford and High Peak - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Dowlais - - - - - - -	–	–	1	–	–	–	–	1	–	–	–	–	2	4	3
East Anglian - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Eastern Counties - - - - -	2	1	4	24	1	2	101	145	12	9	461	47	160	173	149
Eastern Union - - - - - -	1	–	–	–	–	2	–	–	–	–	–	2	–	–	–
East Lancashire - - - - -	3	1	1	17	1	2	17	7	1	2	205	55	37	39	46
East Lincolnshire - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
East Suffolk - - - - - -	1	1	–	1	–	1	2	–	–	–	4	2	–	–	–
Exeter and Crediton - - - -	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Furness - - - - - - -	1	1	2	1	1	1	1	8	–	1	11	2	6	6	5
Gloucester and Dean Forest - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Great Northern - - - - - -	4	–	5	14	3	3	31	20	6	12	565	10	167	400	163
Great North of England, Clarence and Hartlepool Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Great Western - - - - - -	1	1	14	10	10	2	48	–	4	22	645	76	198	186	217
Hartlepool Dock and Railway - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hereford, Ross and Gloucester - - -	3	–	2	–	1	1	3	1	–	2	4	9	–	–	–
Hull and Holderness - - - - -	1	1	1	1	–	1	–	10	2	–	2	–	2	2	2
Hull and Selby - - - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Kendal and Windermere - - - -	1	1	–	1	–	2	1	4	–	–	7	–	2	2	4
Lancashire and Yorkshire - - -	2	1	2	11	2	1	64	114	8	6	479	23	122	120	128
Lancaster and Carlisle - - - -	1	–	1	10	–	1	5	19	–	1	57	–	–	–	74
Lancaster and Preston Junction -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Leeds, Bradford and Halifax Junction -	2	–	1	1	–	1	–	7	1	–	8	–	–	–	–
Liskeard and Caradon - - - -	1	1	1	1	–	–	–	–	–	–	–	2	–	–	8
Liverpool, Crosby and Southport - -	1	–	–	1	1	1	–	11	2	–	5	1	5	5	5
Llanelly Railway and Dock Company -	2	–	1	1	–	1	1	–	–	–	7	–	5	5	6
Llynvi Valley - - - - - -	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–
London and Blackwall - - - -	3	–	–	–	1	4	8	–	20	–	23	2	7	9	7
London, Tilbury and Southend - - -	1	–	–	1	–	2	–	8	2	–	4	–	3	3	6
London and Greenwich - - - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
London and North Western - - -	3	3	6	42	54	17	51	176	43	14	1,012	218	489	492	377
London and South Western - - -	3	1	2	8	3	3	32	73	15	3	193	19	89	82	108
London, Brighton and South Coast - -	2	–	1	7	1	1	39	6	34	5	238	22	86	84	116
Lowestoft Railway and Harbour - -	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

ENGLAND AND WALES.

Wales on the 30th day of June 1855, which were at that Date Open for Traffic; also the Length of Line Open for Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 30th June 1855.		Number of Stations.	REMARKS.
									Mls.	*chs.*		
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Taff Vale."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Northern."
–	–	–	–	–	–	–	–	–	–	–	–	
52	5	3	2	20	59	70	–	329	32	70½	16	*See* "London and North Western."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London and North Western."
–		–	–	–	–	3	–	9	–	–	–	For other persons employed, *see* "Lancashire and Yorkshire."
70	22	–	2	2	10	41	52	282	12	0	9	
–	–	–	–	1	4	1	3	24	14	56	7	
348	36	–	89	197	24	485	5	1,480	123	70	29	
–	–	–	–	–	1	2	–	5	0	63	–	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "London and North Western."
52	22	32	19	133	49	144	–	616	105	42	27	– – Including persons employed on the "Bangor and Caernarvon" and "Mold" Railways.
–	–	–	–	–	–	–	–	–	–	–	–	*See* "West Hartlepool Harbour and Railway."
11	4	2	1	8	8	1	–	48	8	40	6	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
–	–	–	–	–	–	–	–	–	–	–	–	– – This Railway is at present worked by horses and stationary engines. Its length is 33 miles, with seven stations, and 72 persons employed upon it.
3	–	–	7	2	6	–	1	30	1	68	2	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
1,138	270	131	35	1,044	254	2,062	184	6,409	575	73½	166	
–	–	–	–	–	–	–	–	5	–	–	–	*See* "Eastern Counties."
316	45	22	21	363	244	192	–	1,637	79	79½	56	– – This length is exclusive of the portions of Line between Clifton Junction and Manchester, Walton Junction and Liverpool, and Burscough and Southport; for which *see* "Lancashire and Yorkshire."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Northern."
7	–	–	–	–	29	1	3	52	–	–	–	*See* "Eastern Counties."
–	–	–	–	–	–	–	–	2	–	–	–	– – For length of Line open, and other persons employed, *see* "Bristol and Exeter."
42	5	3	4	18	45	112	–	276	21	64	8	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Western."
1,228	–	43	145	649	216	1,195	60	4,939	313	53½	87	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
2,050	–	595	–	1,128	105	2,080	33	7,425	450	58½	119	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
71	2	1	3	10	18	204	–	335	–	–	–	*See* "Great Western" for other persons employed, and milcage.
–	1	4	3	12	6	13	–	64	17	40	10	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "North Eastern."
2	–	4	–	12	9	2	–	54	10	24	4	
797	138	42	63	817	366	808	208	4,322	293	37	126	– – Including mileage and persons employed upon portions of "North Union," and upon the "Sheffield and Barnsley" and "Manchester and Southport" Lines.
49	39	9	4	79	196	17	–	562	90	47	23	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Lancaster and Carlisle."
–	–	–	9	23	–	–	–	53	–	–	–	*See* "Great Northern" for other persons employed, and mileage.
–	–	–	1	–	2	2	–	19	8	60	–	This Railway is only used for conveyance of ore, coals, &c.
13	2	–	4	1	7	59	–	124	16	56	12	For other persons employed, *see* "Lancashire and Yorkshire."
35	–	1	1	4	33	8	–	111	28	20	6	
–	–	–	–	2	–	–	4	8	17	51	–	
25	14	–	5	32	21	20	11	212	5	17	7	
–	4	9	–	20	–	4	25	92	37	31	9	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "South Eastern."
3,210	562	157	226	2,016	398	3,041	170	12,777	636	69¾	345	
541	65	101	68	747	124	562	–	2,842	264	16	72	
902	74	70	37	623	86	481	94	3,009	164	38	60	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."

(*continued*)

RAILWAYS OPEN IN ENGLAND

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Manchester and Southport	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Manchester, Buxton, Matlock and Midlands Junction.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Manchester, Sheffield and Lincolnshire	4	–	2	5	8	7	22	73	5	8	219	20	86	88	61
Manchester South Junction and Altrincham	1	–	1	–	–	–	3	–	–	–	13	–	–	–	3
Maryport and Carlisle	1	–	1	2	–	1	4	10	–	–	13	1	11	11	6
Middlesbro' and Redcar	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Middlesbrough and Guisbrough	1	1	1	–	–	–	–	–	–	–	1	–	–	–	–
Midland	16	–	4	11	1	3	45	171	20	4	762	34	230	222	189
Mold	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Monmouthshire Railway and Canal	1	–	1	2	3	3	9	23	–	3	25	30	20	20	27
Newcastle-upon-Tyne and Carlisle	2	1	1	4	5	1	6	28	–	1	42	6	28	28	16
Newmarket	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Newport, Abergavenny and Hereford	1	–	1	1	1	2	1	11	1	–	23	3	9	9	7
Norfolk	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
North and South Western Junction	1	–	1	–	–	2	1	2	–	–	4	–	–	–	–
North Devon	2	–	1	4	1	3	4	6	2	1	5	1	5	7	6
Northern and Eastern	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
North Eastern	7	–	4	20	5	4	67	245	22	12	497	97	288	290	342
North London	2	–	2	2	1	2	5	17	–	–	7	2	24	24	21
North Staffordshire	4	–	1	7	2	2	3	50	3	1	72	13	39	39	43
North Union	2	–	1	–	–	2	5	4	–	–	29	6	–	–	–
North Western	1	–	1	–	–	1	–	–	–	–	2	–	–	–	–
Oxford, Worcester and Wolverhampton	4	–	3	2	10	3	22	36	4	5	105	5	29	30	34
Port Carlisle Dock and Railway	2	–	1	–	–	–	–	2	–	–	2	–	1	1	1
Preston and Longridge	1	–	–	–	–	–	–	2	–	–	1	–	1	1	3
Royston and Hitchin	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
St. Helen's Canal and Railway	1	–	1	1	–	–	1	14	–	–	25	3	19	19	16
Saundersfoot Railway and Harbour	1	1	–	–	–	–	–	–	–	–	1	–	–	–	–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Shrewsbury and Hereford	3	1	2	2	1	2	2	15	2	2	23	3	12	12	10
Shropshire Union Railways and Canal	3	–	1	–	–	1	1	7	–	–	20	–	–	–	–
Somerset Central	1	1	1	–	–	1	2	–	–	–	1	2	–	–	–
South Devon	1	–	–	7	2	1	4	9	–	–	25	32	10	10	9
South Eastern	3	–	1	5	5	3	–	133	39	–	221	41	111	159	68
South Staffordshire	1	–	1	2	1	2	1	17	3	–	79	–	–	–	15
South Wales	1	–	2	4	1	3	7	7	–	2	87	–	1	2	37
South Yorkshire Railway and River Dun Company.	1	–	1	1	2	–	2	16	2	–	–	1	9	9	9
Stockton and Darlington	1	1	2	7	3	7	22	8	–	6	147	12	83	109	15
Swansea Vale	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Taff Vale	2	–	–	2	5	2	10	16	–	1	10	31	31	29	44
Vale of Neath	1	–	1	–	1	2	5	5	5	–	9	11	7	7	10
Warrington and Stockport	1	–	–	–	–	2	2	8	–	–	2	2	2	2	1
Wear Valley	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Cornwall	1	1	1	1	1	1	1	12	–	–	4	7	4	4	12
West Hartlepool Harbour and Railway	2	–	1	2	3	2	10	8	–	1	41	5	52	53	11
West London	1	–	–	–	–	–	–	–	–	–	2	–	–	–	–
Whitehaven and Furness Junction	1	–	2	3	1	1	17	–	–	–	4	1	8	8	2
Whitehaven Junction	1	1	1	2	–	1	–	6	–	–	6	–	–	–	2
Wycombe	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (Railways open in ENGLAND and WALES)	135	23	99	261	149	125	721	1,649	271	132	6,661	955	2,570	2,870	2,528

AND WALES ON 30 JUNE 1855—*continued.*

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 30th June 1855.		Number of Stations.	REMARKS.
									Mls.	*chs.*		
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Lancashire and Yorkshire."
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Midland."
533	43	38	23	247	102	914	154	2,662	169	25½	68	
–	6	3	2	21	5	11	–	69	9	26	8	
37	7	–	–	–	18	52	–	175	28	28	10	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Stockton and Darlington."
–	–	–	–	–	–	–	–	4	–	–	–	*See* "Stockton and Darlington."
1,072	334	95	37	945	249	1,929	230	6,603	551	39	234	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Chester and Holyhead."
93	48	33	14	43	240	95	–	733	45	43	25	
241	13	22	7	59	42	144	2	699	78	21	30	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
63	6	1	1	21	–	–	–	162	33	62	12	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
–	2	1	–	4	2	8	–	28	3	70	2	
28	7	3	3	13	16	138	3	259	34	66	6	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
1,968	163	166	49	878	750	1,463	265	7,602	704	39	262	
78	14	–	3	53	24	59	–	340	8	34½	7	
–	76	68	14	114	252	342	–	1,145	123	0½	45	
3	12	6	6	47	35	–	17	175	5	60	3	– – The persons here given are employed between "Preston and Euxton Junction;" for other persons employed, *see* "London and North Western" and "Lancashire and Yorkshire" Companies.
–	–	–	–	–	–	–	–	5	–	–	–	*See* "Midland" for other persons employed, and mileage.
177	35	10	16	153	42	293	72	1,090	93	57	29	
1	–	2	1	5	14	–	–	33	11	10	3	
1	–	–	–	–	5	2	–	17	6	40	4	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Eastern Counties."
130	14	10	7	47	57	9	–	374	24	68	13	
–	–	–	–	–	–	3	–	6	7	0	–	This Line is only used for the conveyance of coal, &c.
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Lancashire and Yorkshire."
53	14	6	3	33	85	120	–	406	50	46	15	
–	1	3	1	28	9	18	2	95	18	28	6	For other persons employed, *see* "London and North Western."
3	–	–	–	–	4	24	–	40	–	–	–	– – *See* "Bristol and Exeter" for other persons employed, and length of Line.
124	20	–	32	74	–	232	14	606	56	74	16	
857	86	84	30	849	459	623	64	3,841	258	14½	75	
4	23	4	43	76	15	38	2	327	25	30	12	– – Persons employed in the Locomotive Department are included in "London and North Western."
–	16	35	99	132	–	380	–	816	156	15	36	
94	5	11	1	5	36	30	–	235	31	10	16	
408	25	55	7	99	241	476	26	1,760	99	70	27	
–	–	–	–	–	–	–	–	–	–	–	–	– – This Railway is at present only used for mineral purposes. Its length is 6 miles 40 chains. The number of persons employed is 23.
268	54	9	15	53	110	264	–	956	42	54	15	
29	5	9	4	29	3	81	–	224	25	08	8	
8	–	10	2	3	10	75	–	130	10	68	8	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Stockton and Darlington."
31	8	15	9	16	29	85	–	243	27	42	11	
202	3	28	5	44	117	26	32	648	45	0	11	
–	–	–	–	–	–	–	–	3	–	–	–	For other persons employed, *see* "London and North Western."
35	8	2	17	34	20	–	–	164	33	64	17	– – Including 57 persons employed jointly in the Locomotive Department by the "Whitehaven Junction" and "Whitehaven and Furness Junction" Companies.
–	2	7	2	13	6	–	–	50	12	70½	6	
–	–	–	–	–	–	–	–	–	–	–	–	*See* "Great Western."
17,503	2,360	1,965	1,202	12,101	5,317	19,544	1,736	80,877	6,167	28¾	2,246	

SCOTLAND. - - - - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *Scotland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Aberdeen - - - - - - -	2	-	1	2	-	1	5	27	-	-	71	3	-	-	20
Arbroath and Forfar - - - -	1	1	-	-	-	1	-	-	-	-	-	-	-	-	-
Caledonian - - - - - - -	3	1	2	5	1	6	17	58	9	5	202	13	135	156	189
Caledonian and Dumbartonshire Junction -	2	-	1	1	1	1	-	7	2	-	1	2	2	2	2
Deeside - - - - - - -	1	-	1	1	-	1	-	9	-	-	5	1	2	2	2
Drumpeller - - - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dundee and Arbroath - - - -	2	-	1	3	1	1	1	9	-	-	20	2	6	6	6
Dundee and Newtyle - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dundee and Perth and Aberdeen Railway Junction.	2	1	1	3	2	-	-	13	-	-	21	6	10	10	18
Edinburgh and Bathgate - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh and Glasgow - - - -	3	-	1	3	1	4	10	33	2	3	121	9	45	44	60
Edinburgh, Perth and Dundee - -	3	-	-	4	5	1	16	39	3	1	69	15	48	43	48
Elgin - - - - - - - -	1	1	1	1	-	1	-	2	-	-	-	2	2	2	4
Forth and Clyde Navigation Company (Owners of the Drumpeller Railway).	-	-	-	1	-	-	-	-	-	-	1	-	1	1	1
General Terminus and Glasgow Harbour -	1	1	-	1	1	-	-	-	-	-	2	1	-	1	1
Glasgow and South Western - - -	3	-	1	13	2	1	6	39	-	1	79	18	66	65	67
Glasgow, Barrhead and Neilston Direct -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great North of Scotland - - -	2	-	2	2	2	2	2	15	3	-	26	1	7	11	9
Kilmarnock and Troon - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lanark Junction - - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Leven - - - - - - - -	1	-	1	-	-	-	-	2	-	-	2	1	1	2	1
Monkland - - - - - - -	1	-	1	4	1	-	-	6	5	-	6	1	15	16	28
Morayshire - - - - - - -	2	-	-	-	-	-	-	1	-	-	3	1	1	1	1
North British - - - - - -	2	-	3	3	2	1	3	48	2	1	118	13	46	50	55
St. Andrews - - - - - - -	1	-	-	-	-	-	1	2	-	-	2	-	1	1	1
Scottish Central - - - - - -	2	1	1	2	1	1	11	17	2	3	46	14	52	54	39
Scottish Midland Junction - - -	2	-	-	-	-	1	1	15	-	-	18	-	-	-	13
Stirling and Dunfermline - - -	2	-	1	2	1	2	2	12	-	-	12	-	6	5	6
TOTAL (Railways open in SCOTLAND) -	39	6	19	51	21	25	75	354	28	14	825	103	446	472	571

- - - - - - - - - SCOTLAND.

the 30th day of June 1855, which were at that Date Open for Traffic; also, the Length of Line (with the Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 30th June 1855.	Number of Stations.	REMARKS.
									Mls. chs.		
33	14	27	12	99	36	103	44	500	73 45	24	- - For persons employed in the Locomotive Department, *see* "Scottish Central."
-	-	-	-	- -	-	-	-	3	- -	-	- - For other persons employed, and length of Line open, *see* "Aberdeen."
1,166	145	56	26	345	121	608	1	3,270	196 64	61	
5	3	2	2	14	9	2	1	62	8 3	6	
7	-	3	-	12	12	4	-	63	16 16	9	
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Forth and Clyde Navigation Company."
30	6	11	6	26	25	7	10	179	17 27¼	9	
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Dundee and Perth and Aberdeen."
45	2	11	10	63	35	9	-	262	31 13	13	
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Edinburgh and Glasgow."
419	29	10	13	293	212	30	65	1,410	92 1¾	25	
236	29	10	11	144	73	102	58	958	72 5½	34	
2	2	-	1	3	6	-	-	31	4 40	2	
-	2	-	-	- -	-	1	-	8	1 28	-	
3	1	-	1	5	1	5	3	28	2 21½	1	
239	44	22	22	102	74	430	4	1,298	184 23	45	
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Caledonian."
19	11	22	5	39	-	17	6	203	39 35	15	
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Glasgow and South Western."
-	-	-	-	- -	-	-	-	- -	- -	-	*See* "Caledonian."
-	2	3	-	2	4	-	-	22	5 62	3	
49	18	13	3	7	-	84	10	268	35 72	12	
2	-	4	-	5	4	1	-	26	5 72	2	
489	16	20	9	181	354	67	154	1,637	147 74	45	
-	1	-	-	4	1	4	-	19	4 45	2	For other persons employed, *see* "Edinburgh, Perth and Dundee."
229	17	18	16	77	100	131	5	839	50 17	15	
3	-	7	2	34	48	6	-	150	37 39	13	- - For persons employed in the Locomotive Department, *see* "Scottish Central."
18	6	4	2	29	45	5	7	167	24 50	11	
2,994	348	243	141	1,484	1,160	1,616	368	11,403	1,051 34	347	

I R E L A N D. - - - - - - - - -

RETURN of the Number and Description of Persons employed on each of the Railways in *Ireland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.
Belfast and Ballymena - - - -	1	–	1	4	1	1	–	12	–	–	14	1	5	5	8
Belfast and County Down - - -	1	1	1	3	1	1	–	–	2	–	5	–	2	3	1
Cork and Bandon - - - - -	1	–	1	1	1	1	1	6	–	–	3	2	1	2	2
Cork, Blackrock and Passage - - -	1	–	–	1	–	1	–	3	3	–	–	–	2	2	2
Dublin and Belfast Junction - - -	1	–	1	2	2	1	2	11	–	–	7	2	9	9	8
Dublin and Drogheda - - - -	1	–	1	6	2	2	–	15	2	–	21	–	11	13	12
Dublin and Kingstown - - - -	1	1	2	4	1	2	–	5	–	1	6	2	8	9	9
Dublin and Wicklow - - - -	2	–	1	4	1	1	–	8	3	–	7	–	–	–	2
Dundalk and Enniskillen - - -	3	–	3	2	1	2	–	7	4	1	1	3	4	5	3
Great Southern and Western of Ireland -	1	–	2	3	4	6	5	26	2	2	54	22	49	49	46
Irish South Eastern - - - -	1	–	–	–	–	1	–	4	–	–	2	–	–	–	3
Killarney Junction - - - -	1	–	–	–	1	1	–	–	–	–	1	–	–	–	–
Londonderry and Coleraine - - -	3	–	1	4	2	2	1	14	1	–	8	1	4	4	3
Londonderry and Enniskillen - - -	2	–	1	1	1	2	3	15	2	–	22	1	8	6	5
Midland Great Western Railway of Ireland	2	–	3	2	1	2	7	22	2	2	32	3	16	16	15
Newry and Enniskillen - - - -	1	–	1	1	–	–	–	–	–	–	3	–	1	1	1
Newry, Warrenpoint and Rostrevor - -	1	–	–	1	–	–	–	2	1	–	–	–	2	2	1
Ulster - - - - - - - -	2	1	1	1	1	2	1	7	–	–	28	2	7	7	8
Waterford and Kilkenny - - -	2	–	1	–	–	1	–	8	1	–	6	1	2	2	2
Waterford and Limerick - - - -	1	1	1	3	3	1	7	15	–	1	24	34	9	10	6
Waterford and Tramore - - - -	1	–	–	1	–	1	–	–	–	–	2	–	1	1	1
TOTAL (Railways open in IRELAND) -	30	4	22	44	23	31	27	180	23	7	246	74	141	146	138

- - - - - - - - IRELAND.

the 30th day of June 1855, which were at that Date Open for Traffic; also, the Length of Line (with the Traffic on the same Day.

Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 30th June 1855.	Number of Stations.	REMARKS.
									Mls. chs.		
42	14	22	8	62	82	12	–	295	37 74	12	
5	4	10	4	12	10	8	17	91	16 63	5	
8	2	–	2	10	–	46	–	90	19 54	6	
3	3	3	4	9	4	7	–	48	6 23	3	
48	18	17	10	44	18	76	–	286	55 48	10	
52	9	12	6	85	–	110	–	360	62 17	18	
82	4	12	18	39	13	75	–	294	7 60	6	
–	3	–	14	20	37	–	–	103	16 22	8	
13	10	3	14	59	37	–	–	175	26 52	7	
235	21	76	41	194	86	637	55	1,616	203 68	30	
–	–	2	2	14	–	–	–	29	22 48	4	For other persons employed, *see* "Great Southern and Western."
–	–	–	2	–	–	1	–	7	40 26	6	- - This Line is worked and maintained, under contract, by the "Great Southern and Western."
13	9	13	11	15	12	84	–	205	36 13	14	
50	6	19	15	33	21	81	16	310	60 30	16	
99	–	–	74	123	228	34	65	748	126 36	22	
1	3	3	2	6	–	9	–	33	3 43	2	
–	1	1	3	6	6	–	–	27	5 60	3	
23	8	30	29	98	1	70	28	355	35 50	8	
30	3	15	3	13	56	–	7	153	29 5	7	
46	10	24	13	65	84	26	30	414	77 6	16	
–	–	–	4	6	–	13	2	33	7 31	2	
750	128	262	279	913	695	1,289	220	5,672	897 29	205	

ENGLAND AND WALES. - - - - - - - -

RETURN of the Number and Description of Persons employed on each Line and Branch Line of Railway in *England* the Length of each such Line or Branch Line on which the Works were in Progress, and the Length on which

(*N. B.*—The Names of those Lines and Branches of which no portion was either

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdare - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Abingdon Junction - - - - - -	18 & 19 Vic. c. 69	1	-	1	-	-	-	-	-	-
Ambergate, Nottingham, and Boston and Eastern Junction:										
Extension to Nottingham - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ashburton, Newton and South Devon - - -	9 & 10 Vic. c. 238	-	-	-	-	-	-	-	-	-
Bangor and Caernarvon - - - - - - -	14 Vic. c. 21 -	-	-	-	-	-	-	-	-	-
Bedale and Leyburn - - - - - - -	16 & 17 Vic. c. 137	1	1	1	1	-	1	3	-	-
Bedford - - - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bideford Extension - - - - - - - -	16 & 17 Vic. c. 140	1	-	2	-	1	1	3	1	1
Birkenhead, Lancashire and Cheshire Junction -	- - - - -	-	-	-	-	-	-	-	-	-
Birmingham, Wolverhampton and Stour Valley:										
Dudley Branch - - - - - - - -	9 & 10 Vic. c. 328 10 & 11 Vic. c. 120	-	-	-	-	-	-	-	-	-
Blackburn - - - - - - - - -	9 & 10 Vic. c. 265	-	-	-	-	-	-	-	-	-
Blyth and Tyne - - - - - - - -	16 & 17 Vic. c. 172 17 & 18 Vic. c. 79	-	-	-	-	-	-	-	-	-
Bodmin and Wadebridge - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bognor - - - - - - - - - -	16 Vic. c. 41 -	1	-	1	-	-	-	-	-	-
Border Counties - - - - - - - -	17 & 18 Vic. c. 212	1	-	1	-	-	-	-	-	1
Boston, Sleaford and Midland Counties - -	16 & 17 Vic. c. 223	1	1	1	-	-	-	-	-	-
Boston, Stamford and Birmingham:										
Stamford and Wisbech Line - - - - -	9 & 10 Vic. c. 93	-	-	-	-	-	-	-	-	-
Peterborough and Thorney Line - - - -	10 & 11 Vic. c. 112	-	-	-	-	-	-	-	-	-
Sutton Bridge and Long Sutton Branches - -	10 & 11 Vic. c. 155	-	-	-	-	-	-	-	-	-
Wisbech Harbour Branch - - - - -	10 & 11 Vic. c. 193	-	-	-	-	-	-	-	-	-
Bradford, Wakefield and Leeds - - - -	17 & 18 Vic. c. 160	1	-	2	-	-	-	-	-	2
Bridgewater and Taunton Canal, and Stolford Railway and Harbour:										
Bridgewater and Stolford Railway - - - -	9 & 10 Vic. c. 145	-	-	-	-	-	-	-	-	-
Branch to Dock - - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branches to River Parret - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bridport - - - - - - - - - -	18 Vic. c. 11 -	2	-	1	-	-	-	-	-	-
Bristol and Exeter:										
Crewkerne Branch - - - - - - -	9 & 10 Vic. c. 181	-	-	-	-	-	-	-	-	-
Branch from Bleadon to Wells, Glastonbury and Street	11 & 12 Vic. c. 77	-	-	-	-	-	-	-	-	-
Taunton and Castle Cary Branch - - - -	11 & 12 Vic. c. 82	-	-	-	-	-	-	-	-	-
Briton Ferry - - - - - - - - -	14 & 15 Vic. c. 49	-	-	-	-	-	-	-	-	-
Buckinghamshire:										
Extension to Aylesbury - - - - - -	10 & 11 Vic. c. 236	-	-	-	-	-	-	-	-	-
Junction with Oxford and Rugby Railway - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Caterham - - - - - - - - - -	17 Vic. c. 68 -	1	-	1	1	-	-	1	-	1
Chard - - - - - - - - - -	9 & 10 Vic. c. 215 10 & 11 Vic. c. 175	-	-	-	-	-	-	-	-	-
Cheltenham and Oxford - - - - - -	10 & 11 Vic. c. 154	-	-	-	-	-	-	-	-	-
Chester and Holyhead:										
Holyhead Extensions - - - - - - -	10 & 11 Vic. c. 238	-	-	-	-	-	-	-	-	-
Chester Station Branch - - - - - -	10 & 11 Vic. c. 147	-	-	-	-	-	-	-	-	-
Dee Branch - - - - - - - - -	10 & 11 Vic. c. 162	-	-	-	-	-	-	-	-	-
Clarence - - - - - - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Cockermouth and Workington:										
Bridgefoot Branch - - - - - - -	12 & 13 Vic. c. 38	-	-	-	-	-	-	-	-	-
Cockermouth and Workington Extension - -	9 & 10 Vic. c. 342	-	-	-	-	-	-	-	-	-
Colchester, Stour Valley, Sudbury and Halstead	9 & 10 Vic. c. 76 10 Vic. c. 11 - 10 Vic. c. 18 -	-	-	-	-	-	-	-	-	-
Branch to Halstead - - - - - -	9 & 10 Vic. c. 76	-	-	-	-	-	-	-	-	-
Extension to Melford, Lavenham and Clare -	10 & 11 Vic. c. 11	-	-	-	-	-	-	-	-	-
Extension from Lavenham to Bury St. Edmund's -	10 & 11 Vic. c. 18	-	-	-	-	-	-	-	-	-
Coleford, Monmouth, Usk and Pontypool - -	16 & 17 Vic. c. 217	5	1	2	1	1	2	4	1	-

ENGLAND AND WALES.

and *Wales*, which has been authorized, but which was Not Open for Traffic on the 30th day of June 1855; distinguishing they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Open or under Construction on the 30th June 1855, are entered in *Italics*.)

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	2	- -	2 10	2 10	
-	-	-	-	-	-	- -	- -	2 75	2 75	
-	-	-	-	-	-	- -	- -	10 31	10 31	- - The late Secretary states that the powers for the construction of this Line have expired.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
3	-	-	23	245	-	279	11 10	- -	11 10	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for open Lines.
5	-	-	18	127	-	160	6 4	- -	6 4	
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for open Lines.
-	-	-	-	-	-	- -	- -	3 1	3 1	This length has been derived from former Returns.
-	-	-	-	-	-	- -	- -	19 30	19 30	
-	-	-	-	-	-	- -	- -	8 55	18 10	
-	-	-	-	-	-	- -	- -	9 35		
-	-	-	-	-	-	- -	- -	- -	- -	*See* Return for Lines open.
-	-	-	-	-	-	2	- -	5 40	5 40	
-	-	-	-	-	2	5	- -	26 0	26 0	
-	-	-	-	-	-	3	- -	27 26	27 26	
-	-	-	-	-	-	- -	- -	22 0		
-	-	-	-	-	-	- -	- -	6 0	29 14	- - This entry has been derived from former Return. The Railway appears to have been abandoned.
-	-	-	-	-	-	- -	- -	- -		
-	-	-	-	-	-	- -	- -	1 14		
-	-	-	-	-	-	5	- -	9 79	9 79	
-	-	-	-	-	-	- -	- -	9 40		
-	-	-	-	-	-	- -	- -	0 60	10 56	- - The Railway has not been commenced; the lengths of these Lines are derived from records in this Office.
-	-	-	-	-	-	- -	- -	0 36		
4	-	-	7	63	6	83	9 24	- -	9 24	
-	-	-	-	-	-	- -	- -	6 0		
-	-	-	-	-	-	- -	-	23 20	51 27	These lengths are derived from records in this Department.
-	-	-	-	-	-	- -	- -	22 7		
-	-	-	-	-	-	- -	- -	- -	- -	*See* Lines open.
-	-	-	-	-	-	- -	- -	10 48	11 16	These lengths are derived from former Returns.
-	-	-	-	-	-	- -	- -	0 48		
5	-	-	12	87	-	109	4 52	- -	4 52	
-	-	-	-	-	-	- -	- -	13 30	13 30	
-	-	-	-	-	-	- -	- -	37 74	37 74	- - No Return has been received from this Company, and the Railway is understood to be abandoned.
-	-	-	-	-	-	- -	1 20	0 17		
-	-	-	-	-	-	- -	- -	0 25	2 27	- - The lengths of these Lines have been derived from former Returns.
-	-	-	-	-	-	- -	- -	0 45		
-	-	-	-	-	-	- -	- -	- -	- -	This Company's Line is all open.
-	-	-	-	-	-	- -	- -	0 36	0 36	- - The length of this Branch is derived from records in this Department.
-	-	-	-	-	-	- -	- -	14 30	14 30	- - No Return has been received from this Company. The Line is understood to have been abandoned.
-	-	-	-	-	-	- -	- -	30 69	30 69	- - No Return has been received from this Company. The length is derived from records in this Department.
-	-	-	-	-	-	- -	- -	6 1		
-	-	-	-	-	-	- -	- -	14 4	30 69	
-	-	-	-	-	-	- -	- -	10 64		
5	2	2	22	370	-	418	16 0	6 9	22 9	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Cornwall	9 & 10 Vic. c. 335 10 Vic. c. 72	3	–	11	8	7	3	35	9	7
Branch to Bodmin	9 Vic. c. 335	–	–	–	–	–	–	–	–	–
Coventry, Nuneaton, Birmingham and Leicester	9 & 10 Vic. c. 253	1	–	–	–	–	–	–	–	1
Cromford and High Peak:										
Extension at Whaley Bridge	18 & 19 Vic. c. 75	–	–	–	–	–	–	–	–	–
Darenth Valley	16 & 17 Vic. c. 63	1	–	–	–	–	–	–	–	–
Darlington and Barnard Castle	17 & 18 Vic. c. 115	4	1	3	3	1	1	2	–	2
Delabole and Rock	7 & 8 Vic. c. 88	–	–	–	–	–	–	–	–	–
Derbyshire, Staffordshire and Worcestershire Junction	10 & 11 Vic. c. 110	1	–	1	–	–	–	–	–	–
Dowlais	17 & 18 Vic. c. 116	–	–	1	–	–	–	–	–	–
Dursley and Midland Junction	18 Vic. c. 17	–	–	–	–	–	–	–	–	–
East Anglian:										
Ely and Huntingdon Railway	8 & 9 Vic. c. 48 12 & 13 Vic. c. 52	–	–	–	–	–	–	–	–	–
Eastern Counties:										
Epping Extension Railway	9 & 10 Vic. c. 205	–	–	–	–	–	–	–	–	–
Cambridge and Bedford Railway	10 & 11 Vic. c. 158	–	–	–	–	–	–	–	–	–
Wisbech and Spalding Railway	10 & 11 Vic. c. 235	–	–	–	–	–	–	–	–	–
Branch at Wisbech	15 Vic. c. 30	–	–	–	–	–	–	–	–	–
Woodford and Loughton Branch	16 & 17 Vic. c. 87	–	–	–	–	–	–	–	–	–
North Woolwich Branches	16 & 17 Vic. c. 117	–	–	–	–	–	–	–	–	–
Eastern Union:										
Norwich Extension	9 & 10 Vic. c. 280	–	–	–	–	–	–	–	–	–
Woodbridge Branch	10 & 11 Vic. c. 137	–	–	–	–	–	–	–	–	–
Harwich Extension	10 & 11 Vic. c. 225 13 & 14 Vic. c. 54	–	–	–	–	–	–	–	–	–
East Grinstead	16 & 17 Vic. c. 88	2	3	1	–	–	–	–	–	–
East Kent	16 & 17 Vic. c. 132	–	–	3	1	1	–	2	2	–
Faversham Branch										
Chilham Branch										
East Lancashire:										
Skelmersdale Branch	9 & 10 Vic. c. 381	–	–	–	–	–	–	–	–	–
Liverpool, Ormskirk and Preston Railway (part of)	Ditto	–	–	–	–	–	–	–	–	–
Dock Branch at Liverpool	Ditto	–	–	–	–	–	–	–	–	–
Back Lane Branch	9 & 10 Vic. c. 266	–	–	–	–	–	–	–	–	–
Crawshaw Booth Branch	9 & 10 Vic. c. 276 10 & 11 Vic. c. 288	–	–	–	–	–	–	–	–	–
Skelmersdale Branch Extension	16 & 17 Vic. c. 163	–	–	–	–	–	–	–	–	–
Lathom Fork	17 & 18 Vic. c. 117	–	–	–	–	–	–	–	–	–
East Lincolnshire	–	–	–	–	–	–	–	–	–	–
East Suffolk:										
Woodbridge to Halesworth	17 & 18 Vic. c. 19									
Leeston Branch	Ditto	–	–	1	–	–	–	–	–	–
Snape Bridge Branch	Ditto									
Framlingham Branch	Ditto									
Exeter and Crediton	–	–	–	–	–	–	–	–	–	–
Exeter and Exmouth	9 & 10 Vic. c. 129 11 & 12 Vic. c. 157	–	–	–	–	–	–	–	–	–
Exeter, Yeovil and Dorchester	11 & 12 Vic. c. 85	–	–	–	–	–	–	–	–	–
Fleetwood, Preston and West Riding Junction	9 & 10 Vic. c. 246	–	–	–	–	–	–	–	–	–
Frome, Yeovil and Weymouth	15 & 16 Vic. c. 125	–	–	–	–	–	–	–	–	–
Furness	–	–	–	1	–	–	–	3	–	–
Gloucester and Dean Forest:										
Branch to Monmouth and Hereford Railway	9 & 10 Vic. c. 240	–	–	–	–	–	–	–	–	–
Branch to Gloucester Docks	Ditto	–	–	–	–	–	–	–	–	–
Great Northern:										
Isle of Axholme	11 & 12 Vic. c. 114	–	–	–	–	–	–	–	–	–
Fletton Curves	13 & 14 Vic. c. 61	–	–	–	–	–	–	–	–	–
Wakefield Station and Approach	Ditto	–	–	–	–	–	–	–	–	–
Ordsall Curves	14 & 15 Vic. c. 114	–	–	–	–	–	–	–	–	–
Sheffield Branch and Station	Ditto	–	–	–	–	–	–	–	–	–
Askern to York Section	9 & 10 Vic. c. 71	–	–	–	–	–	–	–	–	–
Gainsborough to Bawtry Section	Ditto	–	–	–	–	–	–	–	–	–
Branch to Shipping Quay at Boston	Ditto	–	–	–	–	–	–	–	–	–
Branch to River Trent	Ditto	–	–	–	–	–	–	–	–	–
Branches to Hull and Selby Railway	Ditto	–	–	–	–	–	–	–	–	–
Bedford Branch	Ditto	–	–	–	–	–	–	–	–	–
Stamford and Spalding Railway	9 & 10 Vic. c. 352	–	–	–	–	–	–	–	–	–
Bishopsthorpe Deviation	10 & 11 Vic. c. 146	–	–	–	–	–	–	–	–	–
Hertford, Hatfield and St. Alban's (part of)	10 & 11 Vic. c. 272	–	–	–	–	–	–	–	–	–
Sutton Branch	10 & 11 Vic. c. 286	–	–	–	–	–	–	–	–	–
Isle of Axholme, Heck Branch	11 & 12 Vic. c. 114	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.		Length of Line neither Open nor in course of Construction on the 30th June 1855.		Total Length of Line authorized, but not Open on the 30th June 1855.		REMARKS.
							Mls.	*chs.*	*Mls.*	*chs.*	*Mls.*	*chs.*	
36	11	6	414	1,670	3	2,223	40	55	22	25	65	0	
–	–	–	–	–	–	–	–	–	2	0			
–	–	–	–	–	–	2	–	–	15	11	15	11	The Company state that their powers have expired.
–	–	–	–	–	–	–	–	–	0	27	0	27	
–	–	–	–	–	–	1	–	–	5	65	5	65	
5	1	–	76	409	–	508	15	25	–	–	15	25	
–	–	–	–	–	–	–	–	–	16	59	16	59	– – This Line is stated to have been abandoned for some time; the length is derived from a former Return.
–	–	1	–	–	–	3	–	–	17	29	17	29	
1	–	–	–	55	–	57	0	31	–	–	0	31	
–	–	–	–	–	–	–	–	–	2	43	2	43	
–	–	–	–	–	–	–	–	–	15	74	15	74	The length is taken from former Return.
–	–	–	–	–	–	–	–	–	11	0			
–	–	–	–	–	–	–	–	–	24	0			
–	–	–	–	–	–	–	–	–	21	0			
–	–	–	–	–	–	–	–	–	1	79	69	13	– – The lengths of these Lines are derived from former Return and from records in the Office.
–	–	–	–	–	–	–	–	–	7	16			
–	–	–	–	–	–	–	–	–	3	78			
–	–	–	–	–	–	–	–	–	0	38			
–	–	–	–	–	–	–	–	–	9	24	10	47	
–	–	–	–	–	–	–	–	–	0	65			
1	2	–	–	–	–	9	6	60	0	13	6	73	
6	1	1	17	35	–	69	0	11½	28	75½	31	49	
							–	–	0	69			
							–	–	1	53			
–	–	–	–	–	–	–	3	4	–	–			
–	–	–	–	–	–	–	–	–	1	15			
–	–	–	–	–	–	–	–	–	0	72			
–	–	–	–	–	–	–	–	–	0	25	10	13	– – The works on the Branch entered as in course of construction were suspended on the 30th June 1854.
–	–	–	–	–	–	–	–	–	1	34			
–	–	–	–	–	–	–	–	–	2	71			
–	–	–	–	–	–	–	–	–	0	32			
–	–	–	–	–	–	–	–	–	–	–	–	–	This Company's Line is all open.
							–	–	22	27			
–	–	–	–	1	1	3	–	–	3	48	33	17	
							–	–	1	44			
							–	–	5	58			
–	–	–	–	–	–	–	–	–	–	–	–	–	*See* Return for Lines open.
–	–	–	–	–	–	–	–	–	10	37	10	37	– – The length of these Lines are derived from records in this Office. The Secretaries state in a former Return, that "nothing had been done, and that no persons are employed."
–	–	–	–	–	–	–	–	–	69	27½	69	27½	
–	–	–	–	–	–	–	–	–	13	40	13	40	
–	–	–	–	–	–	–	–	–	–	–	–	–	– – This Company has been incorporated to complete the unfinished portion of the Wilts, Somerset and Weymouth Railway between Frome and Weymouth.
4	1		73	129	–	211	–	–	–	–	–	–	– – The whole of this Company's Line is now open. The persons here entered were employed in laying a second Line.
–	–	–	–	–	–	–	–	–	1	14	2	27	These lengths have been derived from the previous Return.
–	–	–	–	–	–	–	1	13	–	–			
–	–	–	–	–	–	–	–	–	28	54			
–	–	–	–	–	–	–	–	–	0	76			
–	–	–	–	–	–	–	–	–	0	57			
–	–	–	–	–	–	–	–	–	0	51			
–	–	–	–	–	–	–	–	–	0	36			
–	–	–	–	–	–	–	–	–	25	46			
–	–	–	–	–	–	–	–	–	11	26			
–	–	–	–	–	–	–	–	–	0	52			
–	–	–	–	–	–	–	–	–	0	38	113	37	– – These Lines have not been returned by the Company, and are derived from records in this Office.
–	–	–	–	–	–	–	–	–	1	3			
–	–	–	–	–	–	–	–	–	8	45			
–	–	–	–	–	–	–	–	–	7	51			
–	–	–	–	–	–	–	–	–	1	68			
–	–	–	–	–	–	–	–	–	14	15			
–	–	–	–	–	–	–	–	–	3	39			
–	–	–	–	–	–	–	–	–	7	20			

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Great North of England, Clarence and Hartlepool Junction	-	-	-	-	-	-	-	-	-	-
Great Western :										
Oxford and Rugby Railway	8 & 9 Vic. c. 188	-	-	-	-	-	-	-	-	-
Monmouth and Hereford	8 & 9 Vic. c. 191	-	-	-	-	-	-	-	-	-
West London Extension and Branches	10 & 11 Vic. c. 91	-	-	-	-	-	-	-	-	-
Branch from Twerton to Radstock										
Branch from Twyford to Henley	10 & 11 Vic. c. 226	-	-	-	-	-	-	-	-	-
Bathampton Deviation										
Old Oak Common Deviation										
Berks and Hants Extension	11 & 12 Vic. c. 74	-	-	-	-	-	-	-	-	-
Leamington Line	11 & 12 Vic. c. 158	-	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 159									
Junction at Wolverhampton	15 & 16 Vic. c. 133	-	-	-	-	-	-	-	-	-
Branch to North and South Western Junction	16 & 17 Vic. c. 153	-	-	-	-	-	-	-	-	-
Branch at Reading	17 & 18 Vic. c. 108	-	-	-	-	-	-	-	-	-
Wilts, Somerset and Weymouth Section :										
Warminster to Salisbury	8 & 9 Vic. c. 53	-	-	-	-	-	-	-	-	-
	9 & 10 Vic. c. 313									
Frome to Weymouth	8 & 9 Vic. c. 53	-	-	-	-	-	-	-	-	-
	9 & 10 Vic. c. 313									
	10 & 11 Vic. c. 60	-	-	12	1	5	-	40	3	2
Bradford and Bathampton Branch	8 & 9 Vic. c. 53	-	-	-	-	-	-	-	-	-
	9 & 10 Vic. c. 313									
Devizes Branch	Ditto	-	-	-	-	-	-	-	-	-
Radstock Branch	Ditto	-	-	-	-	-	-	-	-	-
Sherborne Branch	8 & 9 Vic. c. 53	-	-	-	-	-	-	-	-	-
Bridport Branch	Ditto	-	-	-	-	-	-	-	-	-
Shrewsbury and Birmingham Section :										
Branch to Coalbrook Dale	9 & 10 Vic. c. 307	-	-	-	-	-	-	-	-	-
Madeley Branch	10 & 11 Vic. c. 80	-	-	-	-	-	-	-	-	-
	12 & 13 Vic. c. 85									
Ironbridge Branch	10 & 11 Vic. c. 80	-	-	-	-	-	-	-	-	-
Shrewsbury and Chester Section :										
Branches to River Dee	12 & 13 Vic. c. 55	-	-	-	-	-	-	-	-	-
Walton Branch	15 & 16 Vic. c. 146	-	-	-	-	-	-	-	-	-
Great Western and Uxbridge	9 & 10 Vic. c. 166	2	-	-	2	-	-	1	-	-
Hampstead Junction	16 & 17 Vic. c. 222	1	-	1	2	-	-	1	1	-
Hartlepool Dock and Railway	-	-	-	-	-	-	-	-	-	-
Hayling Bridge and Causeway	14 & 15 Vic. c. 26	-	-	-	-	-	-	-	-	-
Hereford, Ross and Gloucester	-	-	-	-	-	-	-	-	-	-
Herne Bay and Canterbury Junction	10 & 11 Vic. c. 87	-	-	-	-	-	-	-	-	-
Hertford and Welwyn Junction	17 & 18 Vic. c. 127	1	-	2	2	-	1	3	2	-
Hull and Holderness	-	-	-	-	-	-	-	-	-	-
Hull and Selby	-	-	-	-	-	-	-	-	-	-
Kendal and Windermere	-	-	-	-	-	-	-	-	-	-
Lancashire and Yorkshire :										
Bacup Branch	9 & 10 Vic. c. 306	-	-	-	-	-	-	-	-	-
Coal Branches	Ditto	-	-	-	-	-	-	-	-	-
Wadley Branches	12 & 13 Vic. c. 50	-	-	-	-	-	-	-	-	-
Liverpool Dock Branches	17 Vic. c. 58	-	-	-	-	-	-	-	-	-
Middleton Branch	17 Vic. c. 59	-	-	-	-	-	-	-	-	-
Lancaster and Carlisle	-	-	-	-	-	-	-	-	-	-
Lancaster and Preston Junction	-	-	-	-	-	-	-	-	-	-
Leeds, Bradford and Halifax Junction :										
Gildersome-street Branch	16 & 17 Vic. c. 111	-	-	2	1	1	1	2	1	2
Extension to East Ardsley	17 & 18 Vic. c. 162	-	-	-	-	-	-	-	-	-
Leominster and Kington	17 & 18 Vic. c. 144	2	-	1	1	1	1	1	2	1
Liskeard and Caradon :										
Branch from Crow's Nest to Tokenbury Corner	6 & 7 Vic. c. 43	-	-	-	-	-	-	-	-	-
Liverpool, Crosby and Southport	10 & 11 Vic. c. 105	-	-	-	-	-	-	-	-	-
Liverpool, Manchester and Newcastle-upon-Tyne Junction	9 & 10 Vic. c. 90	1	-	-	-	-	-	-	-	-
	10 & 11 Vic. c. 227									
Hawes Branch	Ditto	-	-	-	-	-	-	-	-	-
Burnley Branch	10 & 11 Vic. c. 240	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	– –	– –	15 32		
–	–	–	–	–	–	– –	– –	36 20		
–	–	–	–	–	–	– –	– –	7 40		
–	–	–	–	–	–	– –	– –	27 33		
–	–	–	–	–	–	– –	– –	35 60	129 76	– – The lengths of these Lines have been derived from former Returns.
–	–	–	–	–	–	– –	– –	2 39		
–	–	–	–	–	–	– –	– –	2 60		
–	–	–	–	–	–	– –	– –	1 66		
–	–	–	–	–	–	– –	– –	0 40		
–	–	–	–	–	–	– –	19 58			
–	–	–	–	–	–	– –	53 0			
18	–	3	485	1,740	–	2,309		27 19	115 66	
–	–	–	–	–	–	– –	7 50			
–	–	–	–	–	–	– –	8 19			
–	–	–	–	–	–	– –	– –			
–	–	–	–	–	–	– –	– –			
–	–	–	–	–	–	– –	– –	1 31		
–	–	–	–	–	–	– –	3 61	0 6	6 54	
–	–	–	–	–	–	– –	– –	1 36		
–	–	–	–	–	–	– –	– –	1 52		
–	–	–	–	–	–	– –	– –	0 38	2 10	
2	–	1	18	35	–	61	2 40	0 6	2 46	
–	–	–	–	50	18	74	0 20	6 43	6 63	
–	–	–	–	–	–	– –	– –	– –	– –	– – This Company possesses no authority, still in force, to construct new Railways.
–	–	–	–	–	–	– –	– –	1 26	1 26	– – The powers of this Company for the purchase of land have expired.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	3 66	3 66	The length of this Line has been taken from former Return.
5	–	–	10	87	–	113	7 30	0 25	7 55	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	– –	– –	8 22		
–	–	–	–	–	–	– –	– –	5 4		
–	–	–	–	–	–	– –	– –	0 58	16 73	– – These branches, and their lengths, have been derived from records in this Department.
–	–	–	–	–	–	– –	– –	1 63		
–	–	–	–	–	–	– –	– –	1 6		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
10	2	–	70	580	–	672	5 74	– –	10 14	
–	–	–	–	–	–	– –	– –	4 20		
5	–	–	20	95	–	130	13 0	– –	13 0	
–	–	–	–	–	–	– –	– –	1 30	1 30	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	1	– –	41 43		
–	–	–	–	–	–	– –	– –	9 15	51 30	– – The portion of this Line to be constructed conjointly with the Northern Counties Union Railway Company, having been returned with the Lines of that Company, is not included in the length here given.
–	–	–	–	–	–	– –	– –	0 52		

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Llanelly Railway and Dock:										
Llandilo Extension	16 & 17 Vic. c. 169	–	–	2	1	1	1	4	–	–
Dinas Branch	16 & 17 Vic. c. 169	–	–	–	–	–	–	–	–	–
Pistill Branch										
Llanidloes and Newtown	16 & 17 Vic. c. 143	1	–	1	–	–	–	–	–	–
Llynvi Valley	18 Vic. c. 50	–	–	–	–	–	–	–	–	–
Junction with South Wales Railway	14 & 15 Vic. c. 125	–	–	–	–	–	–	–	–	–
Harbour Branch	16 & 17 Vic. c. 146	–	–	–	–	–	–	–	–	–
London and Blackwall:										
Widening of Line from London to Stepney	8 & 9 Vic. c. 203; 9 & 10 Vic. c. 273; 12 & 13 Vic. c. 73	–	–	–	–	–	–	–	–	–
Branches to the London and St. Katherine's Docks	11 & 12 Vic. c. 90	–	–	–	–	–	–	–	–	–
Branch to Haydon Square	14 Vic. c. 28	–	–	–	–	–	–	–	–	–
London, Tilbury and Southend Extension	15 Vic. c. 84	4	–	1	10	3	2	4	1	3
London and Greenwich		–	–	–	–	–	–	–	–	–
London and North Western:										
Leeds, Dewsbury and Manchester Railway (part of)	8 & 9 Vic. c. 36; 9 & 10 Vic. c. 262	–	–	–	–	–	–	–	–	–
Huddersfield and Manchester (Oldham Branch)	9 & 10 Vic. c. 380; 10 & 11 Vic. c. 161; 16 & 17 Vic. c. 157	1	–	2	2	1	1	7	–	2
Rainford Branch	8 & 9 Vic. c. 123	–	–	–	–	–	–	–	–	–
Bollington Branch	9 & 10 Vic. c. 80	–	–	–	–	–	–	–	–	–
Huyton to Warrington Branch	9 & 10 Vic. c. 193	–	–	–	–	–	–	–	–	–
Huyton and Aston Branch	9 & 10 Vic. c. 261	–	–	–	–	–	–	–	–	–
Huyton, Prescot and St. Helen's Branch	Ditto	–	–	–	–	–	–	–	–	–
Warrington and Kenyon Branch	Ditto	–	–	–	–	–	–	–	–	–
Warrington and Parkside Branch	Ditto	–	–	–	–	–	–	–	–	–
Edge Hill and Huyton Branch	Ditto	–	–	–	–	–	–	–	–	–
Weedon and Northampton Branch	9 & 10 Vic. c. 309	–	–	–	–	–	–	–	–	–
Newport Pagnell, Olney and Wellingborough Branch	10 & 11 Vic. c. 107	–	–	–	–	–	–	–	–	–
Atherstone and Whiteacre Branch	10 & 11 Vic. c. 118	–	–	–	–	–	–	–	–	–
St. Alban's, Luton and Dunstable Branch	10 & 11 Vic. c. 132	–	–	–	–	–	–	–	–	–
Birmingham and Lichfield Railway	10 & 11 Vic. c. 139	–	–	–	–	–	–	–	–	–
Portobello and Wolverhampton Railway	10 & 11 Vic. c. 188	–	–	–	–	–	–	–	–	–
Branch from Kenilworth to Berkswell	10 & 11 Vic. c. 278	–	–	–	–	–	–	–	–	–
Widnes Branch	10 & 11 Vic. c. 294	–	–	–	–	–	–	–	–	–
Prescott Brook Colliery Branch	Ditto	–	–	–	–	–	–	–	–	–
Craven Colliery Branch	11 & 12 Vic. c. 130	–	–	–	–	–	–	–	–	–
Mount Pleasant Colliery Branch	Ditto	–	–	–	–	–	–	–	–	–
Northampton and Market Harborough	16 & 17 Vic. c. 160	–	–	–	–	–	–	–	–	–
St. Alban's Branch	16 & 17 Vic. c. 161	–	–	–	–	–	–	–	–	–
Crewe to Shrewsbury	16 & 17 Vic. c. 216	–	–	–	–	–	–	–	–	–
London and South Western:										
Basingstoke and Salisbury Railway	9 & 10 Vic. c. 370; 12 & 13 Vic. c. 33; 16 & 17 Vic. c. 164	–	–	3	3	–	2	12	–	–
London Bridge Extension	9 & 10 Vic. c. 391	–	–	–	–	–	–	–	–	–
Southampton and Dorchester Railway:										
Eling Branch	10 & 11 Vic. c 96	–	–	–	–	–	–	–	–	–
Lymington Branch	Ditto	–	–	–	–	–	–	–	–	–
Weymouth Branch	10 & 11 Vic. c. 97	–	–	–	–	–	–	–	–	–
Andover and Southampton Junction Railway	10 & 11 Vic. c. 115	–	–	–	–	–	–	–	–	–
Salisbury and Yeovil Extension	11 & 12 Vic. c. 87	–	–	–	–	–	–	–	–	–
Windsor, Staines and South Western (Staines to Wokingham)	10 & 11 Vic. c. 57	–	–	–	–	–	–	–	–	–
London, Brighton and South Coast:										
Brighton Goods Incline		–	–	–	–	–	–	–	–	–
East Grinstead Branch	9 Vic. c. 54	–	–	–	–	–	–	–	–	–
Littlehampton Branch	9 Vic. c. 68	–	–	–	–	–	–	–	–	–
Steyning Branch	9 Vic. c. 69	–	–	–	–	–	–	–	–	–
Wandsworth Branch	9 & 10 Vic. c. 281	–	–	–	–	–	–	–	–	–
London Bridge Station Enlargement	16 & 17 Vic. c. 100	–	–	–	3	3	–	4	–	2
Loughor	9 & 10 Vic. c. 401; 14 & 15 Vic. c. 127	1	–	–	–	–	–	–	–	–
Lowestoft Railway and Harbour		–	–	–	–	–	–	–	–	–
Manchester and Birmingham and North Staffordshire Junction	10 & 11 Vic. c. 233	–	–	–	–	–	–	–	–	–
Manchester and Salford Extension	14 & 15 Vic. c. 129	1	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
2	–	–	40	290	–	341	7 14	– –		
–	–	–	–	–	–	– –	– –	0 28	7 73	
								0 31		
–	–	–	–	–	–	2	– –	12 22	12 22	
–	–	–	–	–	–	– –	– –	11 26		
–	–	–	–	–	–	– –	– –	0 76	12 52	– – These lengths have been taken from records in this Department.
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	– –	– –	– –	– –	– – The length the Company are empowered to widen is 1 mile 51 chains, and is included in the length open.
–	–	–	–	–	–	– –	– –	0 31		
8	3	–	65	450	–	554	0 15	– –	4 11	
							2 40	1 5		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	2 75		
10	2	1	174	833	–	1,036	3 63	– –		
–	–	–	–	–	–	– –	– –	5 0		
–	–	–	–	–	–	– –	– –	2 20		
–	–	–	–	–	–	– –	– –	12 0		
–	–	–	–	–	–	– –	– –	12 4½		
–	–	–	–	–	–	– –	– –	5 50		
–	–	–	–	–	–	– –	– –	4 73½		
–	–	–	–	–	–	– –	– –	4 45½		
–	–	–	–	–	–	– –	– –	4 20½		
–	–	–	–	–	–	– –	– –	5 73	196 72	
–	–	–	–	–	–	– –	– –	20 36		
–	–	–	–	–	–	– –	– –	6 56		
–	–	–	–	–	–	– –	– –	22 53		
–	–	–	–	–	–	– –	– –	13 50		
–	–	–	–	–	–	– –	– –	2 7½		
–	–	–	–	–	–	– –	– –	5 0		
–	–	–	–	–	–	– –	– –	1 22½		
–	–	–	–	–	–	– –	– –	0 40		
–	–	–	–	–	–	– –	– –	2 54		
–	–	–	–	–	–	– –	– –	0 31		
–	–	–	–	–	–	– –	– –	18 14		
–	–	–	–	–	–	– –	– –	7 33		
–	–	–	–	–	–	– –	– –	32 50		
–	–	–	100	501	–	621	16 0	2 11		
–	–	–	–	–	–	– –	– –	1 37		
–	–	–	–	–	–	– –	– –	0 34½		
–	–	–	–	–	–	– –	– –	4 7½	114 55	– – The lengths of these Lines are derived from records in this Department.
–	–	–	–	–	–	– –	– –	9 43		
–	–	–	–	–	–	– –	– –	19 55		
–	–	–	–	–	–	– –	– –	45 2		
–	–	–	–	–	–	– –	– –	16 25		
–	–	–	–	–	–	– –	– –	0 42		
–	–	–	–	–	–	– –	– –	6 60		
–	–	–	–	–	–	– –	– –	1 20	19 2	Entered from former Return.
–	–	–	–	–	–	– –	– –	4 0		
–	–	–	–	–	–	– –	– –	6 40		
2	3	–	139	140	–	296	– –	– –		
–	–	–	–	–	–	1	– –	4 40	4 40	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Returns of Lines open.
–	–	–	–	–	–	– –	– –	3 79	3 79	– – This length has been derived from a former Return, no Return having been received from the Company.
–	–	–	–	–	–	1	– –	0 18	0 18	

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY,	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Manchester and Southport	10 & 11 Vic. c. 221	–	–	–	–	–	–	–	–	–
North and South Forks, Lathom	Ditto	–	–	–	–	–	–	–	–	–
Hindley Branch	Ditto	–	–	–	–	–	–	–	–	–
Westboughton Branch	Ditto	–	–	–	–	–	–	–	–	–
Bay Lane Branch	Ditto	–	–	–	–	–	–	–	–	–
Astley Branch	Ditto	–	–	–	–	–	–	–	–	–
Tyldisley Branch	Ditto	–	–	–	–	–	–	–	–	–
Hulton Branch	Ditto	–	–	–	–	–	–	–	–	–
Wardley Branch	Ditto	–	–	–	–	–	–	–	–	–
Manchester, Buxton, Matlock and Midlands Junction	9 & 10 Vic. c. 192 10 & 11 Vic. c. 247 11 & 12 Vic. c. 156	–	–	–	–	–	–	–	–	–
Bakewell Branch	11 & 12 Vic. c. 156	–	–	–	–	–	–	–	–	–
Manchester, Sheffield and Lincolnshire:										
Caistor Branch	9 & 10 Vic. c. 98 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Newark Branch	9 & 10 Vic. c. 100 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Whaley Bridge and Hayfield Branches	9 & 10 Vic. c. 230 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Sheffield and Lincolnshire Junction Railway (part of)	9 & 10 Vic. c. 304 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Manchester and Lincoln Union Railway	9 & 10 Vic. c. 358 10 & 11 Vic. c. 102 10 & 11 Vic. c. 190 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Bugsworth Branch	10 & 11 Vic. c. 116 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Wragby Branch	10 & 11 Vic. c. 138 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Crossing of Sheffield Street in Manchester	11 & 12 Vic. c. 69 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Branch to the Sheffield Canal	11 & 12 Vic. c. 93 12 & 13 Vic. c. 81	–	–	–	–	–	–	–	–	–
Coal Branches	15 & 16 Vic. c. 144									
Barnsley Branch	11 & 12 Vic. c. 63 12 & 13 Vic. c. 81 16 & 17 Vic. c. 145	–	–	2	2	–	–	4	–	–
Lincoln Junction	18 & 19 Vic. c. 91	–	–	–	–	–	–	–	–	–
Manchester South Junction and Altrincham	–	–	–	–	–	–	–	–	–	–
Maryport and Carlisle	–	–	–	–	–	–	–	–	–	–
Mayfield	14 Vic. c. 35	–	–	–	–	–	–	–	–	–
Metropolitan	16 & 17 Vic. c. 186 17 & 18 Vic. c. 221	1	–	–	–	–	–	–	–	1
Middlesbro' and Redcar	–	–	–	–	–	–	–	–	–	–
Middlesbrough and Guisbrough:										
Roseberry Branch	15 Vic. c. 73	–	–	–	–	–	–	–	–	–
Midland:										
Leicester and Hitchin	16 & 17 Vic. c. 108	–	–	7	8	6	3	37	4	7
Erewash Valley Railway Extension	9 & 10 Vic. c. 102	–	–	–	–	–	–	–	–	–
Claycross and Newark Railway (part of)	9 & 10 Vic. c. 157	–	–	–	–	–	–	–	–	–
Burton-upon-Trent to Nuneaton Line (part of)	9 & 10 Vic. c. 203	–	–	–	–	–	–	–	–	–
Extension at Birmingham	9 & 10 Vic. c. 254	–	–	–	–	–	–	–	–	–
Wansford Branch	9 Vic. c. 51 10 & 11 Vic. c. 215	–	–	–	–	–	–	–	–	–
Crich Branch	9 & 10 Vic. c. 102	–	–	–	–	–	–	–	–	–
New Brinsley Branch	9 & 10 Vic. c. 156	–	–	–	–	–	–	–	–	–
Wooden Box Branch	9 & 10 Vic. c. 203	–	–	–	–	–	–	–	–	–
King's Norton to Hales Owen Line	9 & 10 Vic. c. 340	–	–	–	–	–	–	–	–	–
South Junction at Knighton	10 & 11 Vic. c. 122	–	–	–	–	–	–	–	–	–
Branch to Gresley Collieries	Ditto	–	–	–	–	–	–	–	–	–
Branch to Gresley Wood	Ditto	–	–	–	–	–	–	–	–	–
Branch to Price's Colliery	Ditto	–	–	–	–	–	–	–	–	–
Branch to New Hall Field Colliery	Ditto	–	–	–	–	–	–	–	–	–
Alfreton Branch	10 & 11 Vic. c. 191	–	–	–	–	–	–	–	–	–
Lincoln Extensions	10 & 11 Vic. c. 214	–	–	–	–	–	–	–	–	–
Ripley Branches	11 & 12 Vic. c. 88	–	–	–	–	–	–	–	–	–
Leeds and Bradford Section:										
Branches from Keighley to Haworth	8 & 9 Vic. c. 38	–	–	–	–	–	–	–	–	–
Junction Line at Bradford	9 & 10 Vic. c. 301	–	–	–	–	–	–	–	–	–
Monmouthshire Railway and Canal	8 & 9 Vic. c. 169 11 & 12 Vic. c. 120	–	–	–	–	–	–	–	–	–
Blaenafon Branch Improvement, &c.	15 & 16 Vic. c. 126 16 & 17 Vic. c. 195									
Newcastle-upon-Tyne and Carlisle	–	–	–	–	–	–	–	–	–	–
Newmarket:										
Ely Branch	10 Vic. c. 12	–	–	–	–	–	–	–	–	–
Thetford Extension	10 Vic. c. 20	–	–	–	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	13 47½		
–	–	–	–	–	–	– –	– –	0 34½		
–	–	–	–	–	–	– –	– –	1 60		
–	–	–	–	–	–	– –	– –	0 20½		
–	–	–	–	–	–	– –	– –	0 44	24 71½	
–	–	–	–	–	–	– –	– –	3 47		
–	–	–	–	–	–	– –	– –	0 40		
–	–	–	–	–	–	– –	– –	2 75		
–	–	–	–	–	–	– –	– –	1 23		
–	–	–	–	–	–	– –	– –	35 65		
–	–	–	–	–	–	– –	– –	3 52	39 37	– – These lengths have been derived from former Returns. The Company state that the powers of construction have expired.
–	–	–	–	–	–	– –	– –	2 61		
–	–	–	–	–	–	– –	– –	11 50		
–	–	–	–	–	–	– –	– –	15 5		
–	–	–	–	–	–	– –	– –	1 40		
–	–	–	–	–	–	– –	– –	11 45		
–	–	–	–	–	–	– –	– –	0 46	63 68	– – The lengths of these Lines are derived from records in this Department, except those portions entered as in course of construction, and which were returned by the Company.
–	–	–	–	–	–	– –	– –	4 50		
–	–	–	–	–	–	– –	– –	0 2		
–	–	–	–	–	–	– –	– –	0 36		
6	–	–	56	228	18	316	2 60 2 60	5 30 4 4		
–	–	–	–	–	–	– –	– –	0 59		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	6 0	6 0	
–	–	1	–	–	–	3	– –	4 16	4 16	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	– –	– –	2 14	2 14	
72	11	1	272	2,294	–	2,722	62 71	– –		
–	–	–	–	–	–	– –	– –	7 13		
–	–	–	–	–	–	– –	– –	25 70		
–	–	–	–	–	–	– –	– –	16 65		
–	–	–	–	–	–	– –	– –	0 38		
–	–	–	–	–	–	– –	– –	5 76		
–	–	–	–	–	–	– –	– –	1 20		
–	–	–	–	–	–	– –	– –	0 11		
–	–	–	–	–	–	– –	– –	2 60		
–	–	–	–	–	–	– –	– –	5 48		
–	–	–	–	–	–	– –	– –	0 30	147 53	– – The lengths of these Lines, with the exception of that of the Leicester and Hitchin, are derived from previous Returns, not being returned by the Company.
–	–	–	–	–	–	– –	– –	0 41		
–	–	–	–	–	–	– –	– –	0 48		
–	–	–	–	–	–	– –	– –	0 19		
–	–	–	–	–	–	– –	– –	0 11		
–	–	–	–	–	–	– –	– –	0 38		
–	–	–	–	–	–	– –	– –	0 51		
–	–	–	–	–	–	– –	– –	10 28		
–	–	–	–	–	–	– –	– –	4 33		
–	–	–	–	–	–	– –	– –	1 2		
–	–	–	–	–	–	– –	– –	7 63	7 63	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	13 64	27 50	– – These Branches not having been returned by the Company, the lengths have been derived from records in this Office.
–	–	–	–	–	–	– –	– –	13 66		

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Newport, Abergavenny and Hereford:										
Pontypool Branch	9 & 10 Vic. c. 303	–	–	–	–	–	–	–	–	–
Usk Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Usk Bridge Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Ragland Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Branch to Llanvihangel Tramroad	10 & 11 Vic. c. 86	–	–	–	–	–	–	–	–	–
Second Branch to Llanvihangel Tramroad	– – Ditto – –	–	–	–	–	–	–	–	–	–
Extension to Taff Vale Railway	10 & 11 Vic. c. 117 16 & 17 Vic. c. 178	1	–	7	1	2	1	9	4	–
Norfolk:										
Extension (Fakenham to Wells and Blakeney)	9 & 10 Vic. c. 169	–	–	–	–	–	–	–	–	–
Diss Branch	10 & 11 Vic. c. 94	–	–	–	–	–	–	–	–	–
Northampton and Banbury	10 & 11 Vic. c. 178	1	–	–	–	–	–	–	–	–
North and South Western Junction	14 & 15 Vic. c. 100	–	–	–	–	–	–	–	–	–
Hammersmith Branch	16 & 17 Vic. c. 69	–	–	–	–	–	–	–	–	–
North Devon:										
Barnstaple to Fremington	9 & 10 Vic. c. 355 10 & 11 Vic. c. 273	–	–	–	1	1	–	1	–	–
Bideford Branch	10 & 11 Vic. c. 273	–	–	–	–	–	–	–	–	–
South Molton Branch	14 & 15 Vic. c. 83	–	–	–	–	–	–	–	–	–
North Eastern:										
Northallerton Junction	11 & 12 Vic. c. 56	1	1	2	29	4	3	11	2	2
Main Line Improvement	11 & 12 Vic. c. 24									
Faucett Street Branch	9 & 10 Vic. c. 264	–	–	–	–	–	–	–	–	–
Thirsk and Malton Branch	9 Vic. c. 58	–	–	–	–	–	–	–	–	–
Brewery Quay Branch *Miscalp Dock Branch*	8 & 9 Vic. c. 92	–	–	–	–	–	–	–	–	–
Blyth Branch	8 & 9 Vic. c. 163 12 & 13 Vic. c. 58	–	–	–	–	–	–	–	–	–
Bishop Auckland Branch	9 & 10 Vic. c. 264 11 & 12 Vic. c. 24	–	–	–	–	–	–	–	–	–
Pelaw Branch	10 & 11 Vic. c. 134	–	–	–	–	–	–	–	–	–
Branches to Docks	– – Ditto – –	–	–	–	–	–	–	–	–	–
Hartlepool Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Easingwold Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Thrislington Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Lowick Branch	12 & 13 Vic. c. 58	–	–	–	–	–	–	–	–	–
Alnmouth Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
Quay Branch	– – Ditto – –	–	–	–	–	–	–	–	–	–
York and North Midland Section:										
Castleton Branch	9 Vic. c. 59	–	–	–	–	–	–	–	–	–
Hornsea Branch	9 Vic. c. 66	–	–	–	–	–	–	–	–	–
Extension to Docks at Kingston-upon-Hull	9 Vic. c. 65 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Market Weighton Line (part of)	9 Vic. c. 66 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Leeds Extension	9 & 10 Vic. c. 89 12 & 13 Vic. c. 60	–	–	–	–	–	–	–	–	–
Harrogate, Knaresbro', and Boroughbridge Branch	10 & 11 Vic. c. 140 10 & 11 Vic. c. 219	–	–	–	–	–	–	–	–	–
Leeds Northern Section:										
Harrogate Branch	8 & 9 Vic. c. 104	–	–	–	–	–	–	–	–	–
Extension to Stockton and Hartlepool Railway	9 & 10 Vic. c. 149	–	–	–	–	–	–	–	–	–
St. Helen's Branch	8 & 9 Vic. c. 104 9 & 10 Vic. c. 153	–	–	–	–	–	–	–	–	–
Harrogate and Pateley Line	11 & 12 Vic. c. 68	–	–	–	–	–	–	–	–	–
Malton and Driffield Line:										
Branch to Fordingbridge	9 & 10 Vic. c. 77	–	–	–	–	–	–	–	–	–
Northern and Eastern	– – – – –	–	–	–	–	–	–	–	–	–
Northern Counties Union	9 & 10 Vic. c. 260 10 & 11 Vic. c. 290	1	–	–	–	–	–	–	–	–
Leyburn to Newton-le-Willows Section	9 & 10 Vic. c. 260 10 & 11 Vic. c. 227	–	–	–	–	–	–	–	–	–
North London:										
Branches to Eastern Counties Railway	13 & 14 Vic. c. 36	–	–	–	–	–	–	–	–	–
North Staffordshire:										
Newcastle-under-Lyme Rranch	9 & 10 Vic. c. 85 13 & 14 Vic. c. 55	–	–	–	–	–	–	–	–	–
Sandbach Branch	9 & 10 Vic. c. 84	–	–	–	–	–	–	–	–	–
Loop Line through Burslem	10 & 11 Vic. c. 108	–	–	–	–	–	–	–	–	–
Branch to Earl of Granville's Ironworks	– – Ditto – –	–	–	–	–	–	–	–	–	–
Potteries, Biddulph and Congleton Line	17 & 18 Vic. c. 194	–	–	–	–	–	–	–	–	–
North Union	– – – – –	–	–	–	–	–	–	–	–	–
North Western	9 & 10 Vic. c. 92 9 & 10 Vic. c. 184 12 & 13 Vic. c. 19	1	–	2	–	–	2	2	–	2
North Yorkshire and Cleveland	17 & 18 Vic. c. 151	1	–	2	–	–	–	–	1	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	-	-	-	-	- -	0 16½		
-	-	-	-	-	-	-	- -	4 64		
-	-	-	-	-	-	-	- -	0 40½		
-	-	-	-	-	-	-	- -	6 22	31 9	- - These lengths, except that entered as in course of construction, have been derived from a former Return.
-	-	-	-	-	-	-	- -	1 38		
-	-	-	-	-	-	-	- -	0 20		
14	1	1	259	775	16	1,091	17 19	0 29		
-	-	-	-	-	-	-	- -	16 20	27 75	These lengths have been taken from former Returns.
-	-	-	-	-	-	-	- -	11 55		
-	-	-	-	-	-	1	- -	21 73	21 73	- - The length of this Railway is derived from records in this Department, no Return having been received from the Company.
-	-	-	-	-	-	-	- -	0 23	1 43	
-	-	-	-	-	-	-	- -	1 20		
-	1	-	-	6	1	11				
-	-	-	-	-	-	-	- -	6 1½	13 28	- - The Secretary states, that the powers for the construction of these two Branches have expired.
-	-	-	-	-	-	-	- -	7 26½		
18	2	-	463	1,360	-	1,898	0 40	- -		
-	-	-	-	-	-	-	15 6	13 1		
-	-	-	-	-	-	-	- -	0 17		
-	-	-	-	-	-	-	- -	5 28		
-	-	-	-	-	-	-	- -	- -	- -	- - The lengths of these Branches are omitted, as the powers for making them appear to have expired.
-	-	-	-	-	-	-	- -	4 73		
-	-	-	-	-	-	-	- -	0 74	61 45	
-	-	-	-	-	-	-	- -	2 66		
-	-	-	-	-	-	-	- -	2 70		
-	-	-	-	-	-	-	- -	6 56		
-	-	-	-	-	-	-	- -	3 33		
-	-	-	-	-	-	-	- -	0 33		
-	-	-	-	-	-	-	- -	4 6		
-	-	-	-	-	-	-	- -	0 78		
-	-	-	-	-	-	-	- -	0 24		
-	-	-	-	-	-	-	- -	- -	- -	- The lengths of these two Branches are omitted, as the powers for making them appear to have expired.
-	-	-	-	-	-	-	- -	- -	- -	
-	-	-	-	-	-	-	- -	4 0		
-	-	-	-	-	-	-	- -	9 50	38 71	- - The lengths of these Lines are derived from former Returns.
-	-	-	-	-	-	-	- -	14 61		
-	-	-	-	-	-	-	- -	10 40		
-	-	-	-	-	-	-	- -	1 45		
-	-	-	-	-	-	-	- -	3 34		
-	-	-	-	-	-	-	- -	2 0	19 79	
-	-	-	-	-	-	-	- -	13 0		
-	-	-	-	-	-	-	- -	5 4	5 4	
-	-	-	-	-	-	-	- -	- -	- -	*See* Returns for open Lines.
-	-	-	-	-	-	1	- -	112 4	124 44	
-	-	-	-	-	-	-	- -	12 40	- -	- - By Act 10 & 11 Vic. c. 227, the Liverpool, Manchester and Newcastle-upon-Tyne Railway Company are authorized to construct this section of the Railway conjointly with the Northern Counties Union Railway Company.
-	-	-	-	-	-	-	- -	1 1	1 1	This length is derived from records in this Department.
-	-	-	-	-	-	-	- -	1 52		
-	-	-	-	-	-	-	6 40	1 47	32 31	- - The Company state that the 6½ miles here entered of the Sandbach Branch have been opened for the conveyance of minerals. The 1 mile 32 chains have been entered from former Return.
-	-	-	-	-	-	-	- -	2 78		
-	-	-	-	-	-	-	- -	1 32		
-	-	-	-	-	-	-	- -	18 22		
-	-	-	-	-	-	-	- -	- -	- -	This Company's Railways are all open.
6	-	-	45	62	-	122	- -	19 10	19 10	
-	-	-	-	-	-	4	- -	29 70	29 70	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Norwich and Spalding	16 & 17 Vic. c. 124	1	–	1	–	–	–	–	–	–
Oxford, Worcester and Wolverhampton:										
Chipping Norton Branch	17 & 18 Vic. c. 209	–	–	1	–	1	1	2	–	–
Stour Valley Junction	15 & 16 Vic. c. 145	–	–	–	–	–	–	–	–	–
Worcester Branch	8 & 9 Vic. c. 184	–	–	–	–	–	–	–	–	–
Stourbridge Branch	Ditto 17 & 18 Vic. c. 207	– –	– –	– –	– –	– –	– –	– –	– –	– –
Kingswinford Branch	8 & 9 Vic. c. 184 16 & 17 Vic. c. 212	– –	– –	– –	– –	– –	– –	– –	– –	– –
Witney Branch	9 & 10 Vic. c. 278	–	–	–	–	–	–	–	–	–
Stratford-upon-Avon-Branch	Ditto 17 & 18 Vic. c. 207	– –	– –	– –	– –	– –	– –	– –	– –	– –
Parkgate and Chester and Birkenhead	10 & 11 Vic. c. 187	–	–	–	–	–	–	–	–	–
Port Carlisle Dock and Railway	–	–	–	–	–	–	–	–	–	–
Portsmouth	16 & 17 Vic c. 99	1	–	3	1	–	–	12	2	1
Shalford Extension	17 & 18 Vic. c. 186	–	–	–	–	–	–	–	–	–
Preston and Longridge	–	–	–	–	–	–	–	–	–	–
Rhymney	17 & 18 Vic. c. 193	1	–	2	–	–	–	2	3	–
Cil Nant Branch		–	–	–	–	–	–	–	–	–
Royston and Hitchin	–	–	–	–	–	–	–	–	–	–
St. George's Harbour	16 & 17 Vic. c. 213	–	–	–	–	–	–	–	–	–
St. Helen's Canal and Railway:										
Branch at Warrington to Birkenhead, Lancashire and Cheshire Junction Railway	10 & 11 Vic. c. 271	–	–	–	–	–	–	–	–	–
St. Helen's to Rainford	16 & 17 Vic. c. 134	–	–	–	–	–	–	–	–	–
Ravenshead Branch Extension		–	–	–	–	–	–	–	–	–
St. Ives and West Cornwall Junction	16 & 17 Vic. c. 155	–	–	–	–	–	–	–	–	–
Salisbury and Yeovil	17 & 18 Vic. c. 215	1	–	1	–	–	–	–	–	–
Saundersfoot Railway and Harbour	–	–	–	–	–	–	–	–	–	–
Severn Valley	16 & 17 Vic. c. 227	1	1	–	–	–	–	–	–	–
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole	9 & 10 Vic. c. 354	–	–	–	–	–	–	–	–	–
Shrewsbury and Hereford	–	–	–	–	–	–	–	–	–	–
Shropshire Union Railways and Canal	–	–	–	–	–	–	–	–	–	–
Somerset Central	15 Vic. c. 63	–	–	–	–	–	–	–	–	–
South Devon:										
Sutton Pool Branch	17 & 18 Vic. c. 122 9 & 10 Vic. c. 402	– –	– –	– –	– –	– –	– –	– –	– –	– –
Millbay Branch	7 & 8 Vic. c. 68 9 & 10 Vic. c. 402	– –	– –	– –	– –	– –	– –	– –	– –	– –
Devonport Branch	9 & 10 Vic. c. 402	–	–	–	–	–	–	–	–	–
Torquay Extension	10 & 11 Vic. c. 242	–	–	–	–	–	–	–	–	–
Brixham Extension	Ditto	–	–	–	–	–	–	–	–	–
South Devon and Tavistock	17 & 18 Vic. c. 189	1	–	1	–	–	–	–	–	–
Branch to Lee Moor										
South Eastern:										
Tunbridge Wells and Hastings Branch	9 Vic. c. 64	–	–	–	–	–	–	–	–	–
Railway from Rye to Rye Harbour	9 Vic. c. 55	–	–	–	–	–	–	–	–	–
Reading Extension	16 & 17 Vic. c. 121	–	–	–	–	–	–	–	–	–
Stroud to Maidstone	16 & 17 Vic. c. 130	2	–	4	–	–	1	–	–	2
South Staffordshire:										
Cannock Branch	17 Vic. c. 53	1	1	3	3	1	1	3	3	1
Darlaston Branch	9 & 10 Vic. c. 300	–	–	–	–	–	–	–	–	–
Daw End Branch	Ditto	–	–	–	–	–	–	–	–	–
Wyrley Branch	10 & 11 Vic. c. 189	–	–	–	–	–	–	–	–	–
Norton Branch	17 Vic. c. 53	–	–	–	–	–	–	–	–	–
South Wales:										
Forest of Dean and Bullo Pill Branches	14 & 15 Vic. c. 52									
Haverfordwest to Neyland	15 Vic. c. 117	–	–	–	7	1	1	6	–	1
Briton Ferry Branch	14 & 15 Vic. c. 52									
Pembroke Branch	8 & 9 Vic. c. 190 13 Vic. c. 7 16 & 17 Vic. c. 210	– –	– –	– –	– –	– –	– –	– –	– –	– –
West Branch to Pennar	16 & 17 Vic. c. 210	–	–	–	–	–	–	–	–	–
South Wales Mineral	16 & 17 Vic. c. 197	1	–	1	–	–	–	–	–	–

IN ENGLAND AND WALES, &c. ON 30 JUNE 1855—*continued*.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	2	– –	24 55	24 55	
1	–	–	20	12	–	38	4 35	– –		
–	–	–	–	–	–	–	– –	0 15		
–	–	–	–	–	–	–	– –	1 35		
–	–	–	–	–	–	–	– –	0 77		
–	–	–	–	–	–	–	– –	0 47	24 74	
–	–	–	–	–	–	–	– –	3 20		
–	–	–	–	–	–	–	– –	4 77		
–	–	–	–	–	–	–	– –	9 8		
–	–	–	–	–	–	–	– –	5 12	5 12	– – This entry is derived from previous Return. The Secretary states that "the Company has been abandoned."
–	–	–	–	–	–	–	– –	– –	– –	This Company's Railway is all open.
4	–	–	140	365	–	529	2 32	29 70	34 59	
–	–	–	–	–	–	–	– –	2 37		
–	–	–	–	–	–	–	– –	– –	– –	This Company's Railway is all open.
–	–	–	80	300	–	388	9 13	– –	11 73	
–	–	–	–	–	–	–	– –	2 60		
–	–	–	–	–	–	–	– –	– –	– –	This Company's Railway is all open.
–	–	–	–	–	–	–	– –	4 28	4 28	
–	–	–	–	–	–	–	– –	0 34	8 48	
–	–	–	–	–	–	–	– –	6 52		
–	–	–	–	–	–	–	– –	1 42		
–	–	–	–	–	–	–	– –	3 55	3 55	
–	–	–	–	–	10	12	– –	40 45	40 45	
–	–	–	–	–	–	–	– –	– –	– –	This Company's Railway is all open.
–	–	–	–	–	–	2	– –	40 47	40 47	
–	–	–	–	–	–	–	– –	– –	– –	This Company's Railway is all open.
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	–	– –	0 31	0 31	
–	–	–	–	–	–	–	1 68	– –		
–	–	–	–	–	–	–	– –	0 41		
–	–	–	–	–	–	–	– –	0 79	12 12	These lengths have been derived from former Returns.
–	–	–	–	–	–	–	– –	0 60		
–	–	–	–	–	–	–	– –	8 4		
–	–	–	–	–	–	2	– –	13 0	17 12	
								4 12		
–	–	–	–	–	–	–	– –	5 10		
–	–	–	–	–	–	–	– –	1 70	18 74	
–	–	–	–	–	–	–	– –	0 40		
8	–	–	94	884	80	1,075	11 34	– –		
6	1	1	6	190	–	221	7 29	– –		
–	–	–	–	–	–	–	– –	1 40		
–	–	–	–	–	–	–	– –	0 57		
–	–	–	–	–	–	–	– –	0 33	12 79	
–	–	–	–	–	–	–	– –	3 0		
11	2	2	21	311	–	363	7 67	– –		
							9 10	– –		
							0 63	– –		
–	–	–	–	–	–	–	– –	19 33	43 15	– – It appears from the Company's Return that the Forest of Dean Branch has been opened.
–	–	–	–	–	–	–	– –	6 2		
–	–	–	–	–		2	– –	12 26	12 26	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
South Yorkshire	10 & 11 Vic. c. 291 11 & 12 Vic. c. 69 13 & 14 Vic. c. 35	–	–	–	–	–	–	–	–	–
Staines, Wokingham and Woking	16 & 17 Vic. c. 85	2	–	3	3	3	2	5	4	1
Woking Branch	- - Ditto - -									
Stamford and Essendine	16 & 17 Vic. c. 199	1	–	1	1	–	–	3	1	–
Stockport, Disley and Whaley Bridge	17 & 18 Vic. c. 200	1	–	1	1	–	–	1	–	1
Stockton and Darlington:										
Tunnel Branch	17 & 18 Vic. c. 128	–	–	–	–	–	2	3	–	2
Swansea and Amman Junction	10 & 11 Vic. c. 179	–	–	–	–	–	–	–	–	–
Branch to Swansea Canal	- - Ditto - -	–	–	–	–	–	–	–	–	–
Branch from Nantmelyn to Gwaun Cae Gurwen Colliery.	- - Ditto - -	–	–	–	–	–	–	–	–	–
Swansea Vale:										
Extension to Fabians Bay and Pottery Branch	18 Vic. c. 60	1	–	1	–	–	–	–	–	–
Swansea Valley	10 & 11 Vic. c. 101	–	–	–	–	–	–		–	–
Forest Branches to Old Rolling Mill	- - Ditto - -	–	–	–	–	–	–		–	–
Cwmtwrch Branch	- - Ditto - -	–	–	–	–	–	–		–	–
Ynyscedwyn Branch	- - Ditto - -	–	–	–	–	–	–	–	–	–
Taff Vale:										
Rhondda Fawr Branch	9 & 10 Vic. c. 393	–	–	3	–	–	–	8	–	–
Rhondda Fach Branch	- - Ditto - -									
Aerw Branch	- - Ditto - -									
Tenby, Saundersfoot and South Wales	9 & 10 Vic. c. 256		–	–	–	–	–	–	–	–
Thames Haven Dock and Railway	6 & 7 Will. 4, c. 108 5 & 6 Vic. c. 89 9 & 10 Vic. c. 144 14 & 15 Vic. c. 123 16 & 17 Vic. c. 70	–	–	–	–	–	–	–	–	–
Ulverstone and Lancaster	14 & 15 Vic. c. 102	1	–	1	2	1	3	4	–	2
Vale of Neath:										
Blaenammanfach Branch	15 Vic. c. 16	1	–	1	–	–	–	2	–	–
Pwllfadare Branch										
Canal Branch at Aberdare	- - Ditto - -	–	–	–	–	–	–	–	–	–
Branch to Penderyn	9 & 10 Vic. c. 341	–	–	–	–	–	–	–	–	–
Vale of Towy	17 & 18 Vict. c. 150	1	–	2	1	1	1	1	–	–
Warrington and Stockport:										
Arpley Branch	16 & 17 Vic. c. 218	–	–	1	–	–	–	–	–	–
Stockport Branch	16 & 17 Vic. c. 122	–	–	–	–	–	–	–	–	–
Waveney Valley:										
Tivett's Hall to Bungay	14 & 15 Vic. c. 66	1	–	2	2	2	2	2	1	2
Bungay to Beccles	16 & 17 Vic. c. 144	–	–	–	–	–	–	–	–	–
Wear Valley	- - - - -	–	–	–	–	–	–	–	–	–
Wellington and Severn Junction	16 & 17 Vic. c. 214	1	–	1	–	–	–	–	–	–
Wells and Fakenham	17 & 18 Vic. c. 180	1	–	1	–	–	–	–	–	–
West Cornwall:										
Branch from Redruth to Ponsanooth	9 & 10 Vic. c. 336	–	–	–	–	–	–	–	–	–
Newham Branch	16 & 17 Vic. c. 187	–	–	–	–	–	–	–	–	–
Portion of Hayle Railway	- - - - -	–	–	–	–	–	–	–	–	–
West End of London and Crystal Palace Railway	16 & 17 Vic. c. 180	1	–	8	–	–	1	–	–	6
Extension to Bromley and Farnborough	17 & 18 Vic. c. 210	–	–	–	–	–	–	–	–	–
West Hartlepool Harbour and Railway	- - - - -	–	–	–	–	–	–	–	–	–
West London	- - - - -	–	–	–	–	–	–	–	–	–
Westminster Terminus	17 & 18 Vic. c. 205	1	1	–	1	–	–	–	–	1
Wharfdale	9 & 10 Vic. c. 177	–	–	–	–	–	–	–	–	–
Whitehaven and Furness Junction:										
Branch to Whitehaven Harbour	11 & 12 Vic. c. 128	–	–	–	–	–	–	–	–	–
Branches to Whitehaven and Ravenglass Harbours	16 & 17 Vic. c. 171	–	–	–	–	–	–	–	–	–
Whitehaven, Cleator and Egremont	17 Vic. c. 64	1	–	1	9	2	–	3	–	2
Whitehaven Junction:										
Extension	11 & 12 Vic. c. 80	–	–	–	–	–	–	–	–	–
Wimbledon and Croydon	16 & 17 Vic. c. 86	1	–	2	1	1	1	1	1	–
Worcester and Hereford	16 & 17 Vic. c. 184	–	–	–	–	–	–	–	–	–
Wycombe	9 & 10 Vic. c. 236	–	–	–	–	–	–	–	–	–
TOTAL (Railways not open in ENGLAND and WALES)	- - - -	73	11	129	116	52	42	254	49	61

IN ENGLAND, AND WALES, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	19 76	19 76	These lengths are entered from former Returns.
23	5	1	64	524	–	640	17 22 5 8	– – – –	22 30	
9	–	–	56	340	–	422	3 41	0 16	3 57	
4	1	–	12	230	–	252	10 07	– –	10 07	
3	–	–	21	73	–	104	2 68	– –	2 68	
–	–	–	–	–	–	– –	– –	4 32		
–	–	–	–	–	–	– –	– –	0 3	6 47	
–	–	–	–	–	–	– –	– –	2 12		
5	–	–	–	50	–	57	– –	0 20	0 20	– – These men are employed in improving 1 mile 65 chains of the original Line.
–	–	–	–	–	–	– –	– –	17 0		
–	–	–	–	–	–	– –	– –	0 78		– – The Ystalyfera Branch (76 chains in length), which the Ystalyfera Iron Company are, by Act 10 & 11 Vict. c. 101, authorized to construct, is not included in the length here given.
–	–	–	–	–	–	– –	– –	1 5	19 50	
–	–	–	–	–	–	– –	– –	0 47		
11	–	–	102	337	–	461	7 50 4 10 1 3	– – – – – –	12 63	
–	–	–	–	–	–	– –	– –	7 20	7 20	Line not commenced.
–	–	–	–	–	–	– –	– –	– –	– –	– – This Line is now open, and forms a part of the London, Tilbury and Southend Line.
14	3	–	52	478	–	561	18 62	– –	18 62	
2	–	–	3	30	–	39	5 20 1 25	0 65 0 7		
–	–	–	–	–	–	– –	0 58	– –	10 60	– – Of the lengths entered as in course of construction, 4 miles 12 chains have been opened for mineral traffic.
–	–	–	–	–	–	– –	– –	2 45		
1	–	–	–	30	–	38	11 17	– –	11 17	
–	1	–	–	3	–	5	1 29	– –		
–	–	–	–	–	–	– –	– –	7 60	9 9	
2	1	–	5	32	–	54	6 22	7 6		
–	–	–	–	–	–	– –	– –	6 5	19 33	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	2	– –	6 15	6 15	The Line is not yet commenced.
–	–	–	–	–	–	2	– –	9 53	9 53	
–	–	–	–	–	–	– –	– –	5 25		
–	–	–	–	–	–	– –	– –	0 27	16 35	This length is derived from former Returns.
–	–	–	–	–	–	– –	– –	10 63		
–	10	–	107	837	–	970	9 27	– –		
–	–	–	–	–	–	– –	– –	8 0	17 27	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* "Great Western."
–	–	–	–	–	–	4	– –	2 55	2 55	
–	–	–	–	–	–	– –	– –	22 15	22 15	– – This Railway has not been commenced; its length is derived from records in this Department.
–	–	–	–	–	–	– –	– –	0 39		
–	–	–	–	–	–	– –	– –	0 79	1 38	This length has been derived from former Returns.
15	3	2	55	396	–	489	6 37	0 11	6 48	
–	–	–	–	–	–	– –	– –	0 42	0 42	
1	2	–	24	115	–	150	5 51	– –	5 51	
–	–	–	–	–	–	– –	3 43	27 0	30 43	The Secretary states that the works are now in abeyance.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
373	72	24	3,740	18,264	155	23,415	550 40½	2,493 47½	3,044 8	

SCOTLAND.

RETURN of the Number and Description of Persons employed on each Line and Branch Line of RAILWAY in *Scotland*, of each such Line or Branch Line on which the Works were in Progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdeen	-	–	–	–	–	–	–	–	–	–
Alford Valley	9 & 10 Vic. c. 134	–	–	–	–	–	–	–	–	–
Arbroath and Forfar	-	–	–	–	–	–	–	–	–	–
Ayr and Dalmellington (formerly the Ayrshire and Galloway) Railway	10 Vic. c. 10 16 & 17 Vic. c. 148	–	–	2	–	3	–	3	–	1
Ayr and Maybole	17 & 18 Vic. c. 146	1	1	1	1	–	–	1	–	–
Ayrshire, Bridge of Weir and Port Glasgow Junction.	9 & 10 Vic. c. 237	–	–	–	–	–	–	–	–	–
East Fork at Johnstone	Ditto	–	–	–	–	–	–	–	–	–
Kilbarchan Branch	Ditto	–	–	–	–	–	–	–	–	–
Gryfes Mill Branch	10 & 11 Vic. c. 234	–	–	–	–	–	–	–	–	–
Crosslie Mill Branch	Ditto	–	–	–	–	–	–	–	–	–
Banff, Macduff and Turriff Junction	18 Vic. c. 57	1	–	1	–	–	–	–	–	–
Caledonian:										
Gartcosh Branch	9 & 10 Vic. c. 229	–	–	2	1	2	2	4	3	3
Branch to Granton	10 & 11 Vic. c. 237									
Lesmahagow Branches	17 & 18 Vic. c. 156									
Crofthead Extension	16 & 17 Vic. c. 149									
Garnkirk and Coatbridge Branch	17 & 18 Vic. c. 155									
Branch from Wishaw and Coltness Railway	Ditto									
Wilsontown Branch	10 Vic. c. 23	–	–	–	–	–	–	–	–	–
Fauldhouse Branch	Ditto	–	–	–	–	–	–	–	–	–
Ponfligh Branch	Ditto	–	–	–	–	–	–	–	–	–
Branch to Biggar and Broughton	Ditto	–	–	–	–	–	–	–	–	–
Canobie Branches	10 & 11 Vic. c. 172	–	–	–	–	–	–	–	–	–
Longtown Branch and Junction	Ditto	–	–	–	–	–	–	–	–	–
Annan and Kellhead Branches	Ditto	–	–	–	–	–	–	–	–	–
Branch across River Clyde, and Glasgow Station	9 & 10 Vic. c. 314 11 & 12 Vic. c. 121	–	–	–	–	–	–	–	–	–
Wishaw and Coltness Railway:										
Clelland Extension and Goodock Hill Branch	9 & 10 Vic. c. 206	–	–	–	–	–	–	–	–	–
Carnbroe Deviation Line	Ditto	–	–	–	–	–	–	–	–	–
Glasgow, Barrhead and Neilston Direct	8 & 9 Vic. c. 192 10 & 11 Vic. c. 90	–	–	–	–	–	–	–	–	–
Greenock Guaranteed Line:										
Carlsdyke Harbour Branch	9 & 10 Vic. c. 143	–	–	–	–	–	–	–	–	–
Pollock and Govan Branch	9 & 10 Vic. c. 188	–	–	–	–	–	–	–	–	–
Shields Bridge Branch	10 & 11 Vic. c. 168	–	–	–	–	–	–	–	–	–
Boghead Branch	11 & 12 Vic. c. 78	–	–	–	–	–	–	–	–	–
Caledonian and Dumbartonshire Junction	9 & 10 Vic. c. 81 10 & 11 Vic. c. 83	–	–	–	–	–	–	–	–	–

SCOTLAND.

which has been Authorized, but which was not Open for Traffic on the 30th day of June 1855; distinguishing the Length they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	15 77	15 77	– – The mileage is derived from former Return; the Line appears to have been abandoned.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Railway is all open.
20	2	–	68	781	1	881	14 67	0 60	15 47	– – The portion of this Line from Dalmellington to Drumgrange, 2 miles, entered as in course of construction, was completed, but not open for public traffic.
14	1	–	54	280	–	354	5 16	– –	5 16	
–	–	–	–	–	–	– –	– –	3 0	– –	Line not commenced.
–	–	–	–	–	–	– –	– –	1 5	6 30	The Secretary states that this Line has not been commenced.
–	–	–	–	–	–	– –	– –	1 1		
–	–	–	–	–	–	– –	– –	0 74		
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	2	– –	17 74	17 74	
4	4	–	50	421	4	500	1 20	0 28½	– –	– – The length of the portion of this Branch not under construction has been derived from the Plans deposited with this Department.
							1 20	4 36		
							18 3	2 35		
							1 55	– –		
							1 37	– –		
							1 47	– –		
–	–	–	–	–	–	– –	– –	2 74½		
–	–	–	–	–	–	– –	– –	9 16		
–	–	–	–	–	–	– –	– –	2 10		
–	–	–	–	–	–	–	– –	7 77		
–	–	–	–	–	–	– –	– –	10 0		
–	–	–	–	–	–	– –	– –	1 40		
–	–	–	–	–	–	– –	– –	9 10		
–	–	–	–	–	–	– –	– –	0 61	90 27	
–	–	–	–	–	–	– –	– –	9 39	– –	– – These lengths are derived from a former Return of the Wishaw and Coltness Railway Company.
–	–	–	–	–	–	– –	– –	0 34		
–	–	–	–	–	–	– –	– –	1 74		
–	–	–	–	–	–	– –	– –	0 16		
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	– –	– –	0 30		
–	–	–	–	–	–	– –	– –	1 34		
–	–	–	–	–	–	– –	– –	26 31	26 31	– – The length of this Company's Line is derived from records in this Office.

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Crieff Junction	16 & 17 Vic. c. 188	1	1	1	3	–	1	2	–	1
Deeside	–	–	–	–	–	–	–	–	–	–
Drumpeller	6 & 7 Vic. c. 63; 11 & 12 Vic. c. 53	–	–	–	–	–	–	–	–	–
Dundee and Arbroath	–	–	–	–	–	–	–	–	–	–
Dundee and Newtyle	–	–	–	–	–	–	–	–	–	–
Dundee and Perth and Aberdeen Railway Junction:										
Inchture Branch	10 & 11 Vic. c. 89	–	–	–	–	–	–	–	–	–
Inchmichael Branch	Ditto	–	–	–	–	–	–	–	–	–
Edinburgh and Bathgate:										
Uphall and Binny Quarries Branch	9 & 10 Vic. c. 332; 11 & 12 Vic. c. 116	1	–	–	–	–	–	–	–	–
Barracks Branch	9 & 10 Vic. c. 332	–	–	–	–	–	–	–	–	–
Whitburn Branch	Ditto	–	–	–	–	–	–	–	–	–
Extension to Benhar Colliery	11 & 12 Vic. c. 116	–	–	–	–	–	–	–	–	–
Edinburgh and Glasgow:										
Stirlingshire Midland Junction Railway:										
Carron Branch	9 & 10 Vic. c. 165	–	–	–	–	–	–	–	–	–
Falkirk Branch	Ditto	–	–	–	–	–	–	–	–	–
Cowlairs Branch	16 & 17 Vic. c. 151	–	–	1	1	–	–	1	2	–
Edinburgh, Perth and Dundee:										
Newport Extension Railway	9 & 10 Vic. c. 136	–	–	–	–	–	–	–	–	–
Newburgh Harbour Branch	10 & 11 Vic. c. 277	–	–	–	–	–	–	–	–	–
Roscobie, Keltyhead and Glencraig Branches	11 & 12 Vic. c. 112	–	–	–	–	–	–	–	–	–
Edinburgh, Leith and Granton Railway:										
Leith Extension Railway	10 & 11 Vic. c. 151	–	–	–	–	–	–	–	–	–
Leith and Granton Junction Railway	10 & 11 Vic. c. 152	–	–	–	–	–	–	–	–	–
Forth and Clyde Junction	16 & 17 Vic. c. 125	2	–	2	6	–	2	6	1	2
General Terminus and Glasgow Harbour:										
Branch to Glasgow and Paisley Line	9 & 10 Vic. c. 130	–	–	–	–	–	–	–	–	–
Branch to Glasgow, Burrhead and Neilston Direct Railway.	Ditto	–	–	–	–	–	–	–	–	–
Branch to Caledonian Railway at Gushetfaulds	10 & 11 Vic. c. 75	–	–	–	–	–	–	–	–	–
Glasgow, Airdrie and Monklands Junction	9 & 10 Vic. c. 263	1	–	–	–	–	–	–	–	–
Branch to Clydesdale Junction Railway	Ditto	–	–	–	–	–	–	–	–	–
Mile End Branch	Ditto	–	–	–	–	–	–	–	–	–
Cowlairs Branch	10 & 11 Vic. c. 245	–	–	–	–	–	–	–	–	–
Glasgow and South Western:										
Byrehill Branch	10 & 11 Vic. c. 185	–	–	–	–	–	–	–	–	–
Mayfield Branch	16 & 17 Vic. c. 94	–	–	–	–	–	–	–	–	–
Glasgow, Strathaven and Lesmahagow Direct	9 & 10 Vic. c. 141	–	–	–	–	–	–	–	–	–
Great North of Scotland	9 & 10 Vic. c. 103	–	–	–	2	1	–	1	–	–
Banff Branch	Ditto	–	–	–	–	–	–	–	–	–
Portsoy Branch	Ditto	–	–	–	–	–	–	–	–	–
Garmouth Branch	Ditto	–	–	–	–	–	–	–	–	–
Burghead Branch	Ditto	–	–	–	–	–	–	–	–	–
Great North of Scotland (Eastern Extension)	9 & 10 Vic. c. 135	–	–	–	–	–	–	–	–	–
Branch to Peterhead	Ditto	–	–	–	–	–	–	–	–	–
Inverness and Nairn	17 & 18 Vic. c. 176	2	–	1	4	–	–	4	–	1
Branch to Harbour of Inverness	Ditto	–	–	–	–	–	–	–	–	–
Kilmarnock and Troon	–	–	–	–	–	–	–	–	–	–

OPEN IN SCOTLAND ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	17	–	40	600	–	667	8 75	– –	8 75	
–	–	–	–	–	–	–	– –	– –	– –	This Railway is all open.
–	–	–	–	–	–	– –	– –	0 39	0 39	– – This Railway is the property of the Forth and Clyde Navigation Company.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	1 13	2 22	These lengths have been derived from former Returns.
–	–	–	–	–	–	– –	– –	1 9		
–	–	–	–	–	–	1	– –	1 9		
–	–	–	–	–	–	– –	– –	4 60	11 74	
–	–	–	–	–	–	– –	– –	3 29		
–	–	–	–	–	–	– –	– –	2 56		
–	–	–	–	–	–	– –	– –	1 43		
–	–	–	–	–	–	– –	– –	0 68	4 53	
2	2	–	25	253	–	287	1 65	0 37		
–	–	–	–	–	–	– –	– –	3 0		
–	–	–	–	–	–	– –	– –	0 71		
–	–	–	–	–	–	– –	– –	8 42	13 28	– – The lengths of these Railways are derived from records in this Department.
–	–	–	–	–	–	– –	– –	0 20¾		
–	–	–	–	–	–	– –	– –	0 54¼		
–	8	–	150	655	–	834	– –	29 64	29 64	
–	–	–	–	–	–	– –	– –	0 39		
–	–	–	–	–	–	– –	– –	0 49	1 45	
–	–	–	–	–	–	– –	– –	0 37		
–	–	–	–	–	–	1	– –	10 55¼		
–	–	–	–	–	–	– –	– –	2 69¼	17 03½	
–	–	–	–	–	–	– –	– –	0 70		
–	–	–	–	–	–	– –	– –	2 49		
–	–	–	–	–	–	– –	– –	0 40	1 18	
–	–	–	–	–	–	– –	– –	0 58		
–	–	–	–	–	–	– –	– –	15 23	15 23	The Company state that the Line has been abandoned.
2	–	–	78	158	–	242	1 62	66 5		
–	–	–	–	–	–	– –	– –	15 65		
–	–	–	–	–	–	– –	– –	3 10	98 25	
–	–	–	–	–	–	– –	– –	6 30		
–	–	–	–	–	–	– –	– –	5 13		
–	–	–	–	–	–	– –	– –	36 65		
–	–	–	–	–	–	– –	– –	10 60	47 45	This Line appears to have been abandoned.
21	–	–	70	478	7	588	15 11	– –		
–	–	–	–	–	–	– –	– –	0 41	15 52	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Railways are all open.

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Leven	15 Vic. c. 95	–	–	–	–	–	–	–	–	–
Monkland:										
Bathgate Branch	16 & 17 Vic. c. 90	–	–	1	2	–	–	1	–	–
Borrowstouness Branch	9 & 10 Vic. c. 107	–	–	–	–	–	–	–	–	–
West Branch to Edinburgh and Glasgow Railway	Ditto									
East Branch to ditto	Ditto									
Chapel Hall Branch	9 & 10 Vic. c. 179	–	–	–	–	–	–	–	–	–
Morayshire		–	–	–	–	–	–	–	–	–
North British:										
Selkirk Branch	9 & 10 Vic. c. 73	–	–	–	–	–	–	–	–	–
Jedburgh Branch	Ditto	–	–	–	–	–	–	–	–	–
Cockenzie Branch	9 & 10 Vic. c. 74	–	–	–	–	–	–	–	–	–
Haddington Branch Extension	10 & 11 Vic. c. 136	–	–	–	–	–	–	–	–	–
Branch to Edinburgh, Perth and Dundee Railway	14 Vic. c. 27	–	–	–	–	–	–	–	–	–
Dalkeith Station Branch	Ditto	–	–	–	–	–	–	–	–	–
Paisley, Barrhead and Hurlet	11 & 12 Vic. c. 155	–	–	–	–	–	–	–	–	–
Branch to Paisley and Renfrew Railway	Ditto	–	–	–	–	–	–	–	–	–
Branch to Kirktonfield	Ditto	–	–	–	–	–	–	–	–	–
Branch to Gateside	Ditto	–	–	–	–	–	–	–	–	–
Branch to New Nitshill	Ditto	–	–	–	–	–	–	–	–	–
Branch to Nitshill Alum Works	Ditto	–	–	–	–	–	–	–	–	–
Branch to Victoria Coal Pits	Ditto	–	–	–	–	–	–	–	–	–
Branch to Houschill Wood	Ditto	–	–	–	–	–	–	–	–	–
Branch to Glasgow, Barrhead and Neilston Direct Railway	Ditto	–	–	–	–	–	–	–	–	–
Branch to ditto at Slates	Ditto	–	–	–	–	–	–	–	–	–
Peebles	16 & 17 Vic. c. 78	2	–	1	2	–	–	–	–	7
Perth and Dunkeld	17 & 18 Vic. c. 148	1	–	1	–	–	–	2	–	1
Saint Andrew's		–	–	–	–	–	–	–	–	–
Selkirk and Galashiels	17 & 18 Vic. c. 199	1	–	2	2	–	–	1	–	1
Scottish Central:										
Falkirk Branch	8 & 9 Vic. c. 161	–	–	–	–	–	–	–	–	–
Denny Branch	9 & 10 Vic. c. 180	–	–	–	–	–	–	–	–	–
Crieff Branch	9 & 10 Vic. c. 191	–	–	–	–	–	–	–	–	–
Scottish Midland Junction:										
Blairgowrie Branch	16 & 17 Vic. c. 82	–	–	1	2	1	–	1	–	–
Dunkeld Branch	9 & 10 Vic. c. 75 11 & 12 Vic. c. 72	–	–	–	–	–	–	–	–	–
Gellyburn and Dunkeld Junction	11 & 12 Vic. c. 72	–	–	–	–	–	–	–	–	–
Stirling and Dunfermline		–	–	–	–	–	–	–	–	–
Strathtay and Breadalbane	9 & 10 Vic. c. 317	–	–	–	–	–	–	–	–	–
TOTAL (Railways not open in SCOTLAND)		13	2	17	26	7	5	27	6	17

OPEN IN SCOTLAND ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	0 43	0 43	
3	–	–	18	126	–	151	9 78	1 16		
								5 48		
–	–	–	–	–	–	– –	– –	0 57	20 61	
								0 58		
–	–	–	–	–	–	– –	– –	2 44	– –	– – The lengths of these Branches have been derived from previous Returns made by the Company.
–	–	–	–	–	–	– –	– –	– –	– –	*See* Return for Lines open.
–	–	–	–	–	–	– –	– –	5 0		
–	–	–	–	–	–	– –	– –	7 40		
–	–	–	–	–	–	– –	– –	1 20		
–	–	–	–	–	–	– –	– –	0 55	14 64	
–	–	–	–	–	–	– –	– –	0 16		
–	–	–	–	–	–	– –	– –	0 13	– –	– – The lengths of these Branches have been derived from former Returns.
–	–	–	–	–	–	– –	– –	2 27	– –	– – The length of this Main Line is derived from records in this Department; the length returned by the Company is 9 miles 3 chains.
–	–	–	–	–	–	– –	– –	0 49		
–	–	–	–	–	–	– –	– –	1 45		
–	–	–	–	–	–	– –	– –	0 52		
–	–	–	–	–	–	– –	– –	0 79		
–	–	–	–	–	–	– –	– –	0 79	8 63	
–	–	–	–	–	–	– –	– –	0 25		
–	–	–	–	–	–	– –	– –	0 37		
–	–	–	–	–	–	– –	– –	0 50		
–	–	–	–	–	–	– –	– –	0 20		
–	2	7	4	10	–	35	18 62	– –	18 62	This Line was completed, but not open on the 30th June 1855.
14	2	–	60	906	–	987	8 20	0 20	8 40	
–	–	–	–	–	–	– –	– –	– –	– –	*See* Lines open.
10	2	–	53	283	–	355	5 21	– –	5 21	
–	–	–	–	–	–	– –	– –	2 27		
–	–	–	–	–	–	– –	– –	3 49	15 35	– – The lengths of these Lines are derived from records in this Department.
–	–	–	–	–	–	– –	– –	9 39		
–	–	–	8	87	–	100	4 23	– –		
–	–	–	–	–	–	– –	– –	8 31	13 69	– – The lengths of these Railways are derived from the records of this Department.
–	–	–	–	–	–	– –	– –	1 15		
–	–	–	–	–	–	– –	– –	– –	– –	*See* Lines open.
–	–	–	–	–	–	– –	– –	9 3	9 3	No Return has been received from this Company.
90	40	7	678	5,038	12	5,985	119 42	443 69½	563 31½	

IRELAND. - - - - - - - -

RETURN of the Number and Description of PERSONS employed on each Line and Branch Line of RAILWAY in *Ireland*, each such Line or Branch Line on which the Works were in Progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Bagenalstown and Wexford - - - -	17 & 18 Vic. c. 136	2	–	–	1	1	–	1	–	–
Ballymena, Ballymoney, Coleraine and Portrush Junction - - - - - - - -	16 & 17 Vic. c. 80	2	2	4	24	6	–	2	–	4
Banbridge, Newry, Dublin and Belfast Junction -	16 & 17 Vic. c. 208	1	–	2	1	1	1	4	–	1
Belfast and Ballymena:										
Extension to Cookstown - - - - -	16 & 17 Vic. c. 68	1	1	2	57	6	–	22	–	10
Belfast and County Down - - - -	9 & 10 Vic. c. 87	–	–	–	–	–	–	–	–	–
Cork and Bandon:										
Extension to Bantry - - - - -	16 & 17 Vic. c. 202	–	–	–	–	–	–	–	–	–
Branch to Clonakilty - - - - -										
Branch to Skibbereen - - - - -	17 & 18 Vic. c. 96									
Cork and Youghal - - - - - -	9 & 10 Vic. c. 397 17 & 18 Vic. c. 206	1	–	–	–	–	–	–	–	–
Cork, Blackrock and Passage:										
Extension to Monkstown - - - - -	10 & 11 Vic. c. 59	–	–	–	–	–	–	–	–	–
Dublin and Belfast Junction - - - -	- - - -	–	–	–	–	–	–	–	–	–
Dublin and Drogheda - - - - -	- - - -	–	–	–	–	–	–	–	–	–
Dublin and Kingstown - - - - -	- - - -	–	–	–	–	–	–	–	–	–
Dublin and Wicklow - - - - -	9 & 10 Vic. c. 208 10 & 11 Vic. c. 160 10 & 11 Vic. c. 61 11 & 12 Vic. c. 29 14 & 15 Vic. c. 108	1	–	3	6	4	3	3	2	7
Kingstown and Dalkey - - - - -	9 & 10 Vic. c. 208 9 & 10 Vic. c. 213 14 & 15 Vic. c. 108									
St. Stephen's Green Extension - - - -	9 & 10 Vic. c. 160	–	–	–	–	–	–	–	–	–
Dublin, Belfast and Coleraine Junction - -	9 & 10 Vic. c. 321	–	–	–	–	–	–	–	–	–
Randalstown Branch - - - - -	- - Ditto - -	–	–	–	–	–	–	–	–	–
Ballymoney Branch - - - - - -	- - Ditto - -	–	–	–	–	–	–	–	–	–
Dundalk and Blackrock - - - - -	18 Vic. c. 88 -	1	–	1	–	–	–	–	–	–
Dundalk and Enniskillen - - - - -	8 & 9 Vic. c. 96 13 & 14 Vic. c. 76 15 Vic. c. 41 -	–	–	5	1	–	–	3	–	–
Great Southern and Western:										
Portarlington and Tullamore Extension - - -	10 & 11 Vic. c. 93	–	–	1	1	1	–	1	1	1
Extension to River Lee - - - - -	9 & 10 Vic. c. 196									
Thurles to Cashel Line - - - - -	7 & 8 Vic. c. 100	–	–	–	–	–	–	–	–	–
Mallow and Fermoy Railway - - - -	9 & 10 Vic. c. 194	–	–	–	–	–	–	–	–	–
Clonmel and Thurles Railway - - - -	9 & 10 Vic. c. 198	–	–	–	–	–	–	–	–	–
Slievardagh Collieries Branch - - -	- - Ditto - -	–	–	–	–	–	–	–	–	–
Junction at Clonmel - - - - -	- - Ditto - -	–	–	–	–	–	–	–	–	–
Irish South Eastern:										
Milford Branch - - - - - - -	9 & 10 Vic. c. 168	–	–	–	–	–	–	–	–	–
Kilkenny and Great Southern and Western - -	9 & 10 Vic. c. 360	1	–	1	–	–	–	–	–	–
Killarney and Valencia - - - - - -	10 & 11 Vic. c. 63 14 & 15 Vic. c. 44	1	–	–	–	–	–	–	–	1

- - - - - - - - IRELAND.

which has been authorized, but which was not open for Traffic on the 30th day of June 1855, distinguishing the Length of they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
-	-	-	32	120	-	157	6 65	35 27	42 12	
-	12	-	-	580	-	636	34 50	0 14	34 64	The permanent way has been laid for about 10 miles.
7	7	-	19	210	-	254	6 51	- -	6 51	
2	52	-	39	2,337	-	2,529	27 31	- -	27 31	
-	-	-	-	-	-	- -	- -	28 67	28 67	- - The length of this Line is derived from previous Returns made by the Company.
-	-	-	-	-	-	- -	- -	32 25 8 10 7 0	47 35	
-	-	-	-	-	-	1	9 0	35 44	44 44	
-	-	-	-	-	-	- -	- -	1 5½	1 5½	- - The length of this Line has been derived from a previous Return.
-	-	-	-	-	-	- -	- -	- -	- -	*See* Lines open.
-	-	-	-	-	-	- -	- -	- -	- -	This Company's Line is all open.
-	-	-	-	-	-	- -	- -	- -	- -	This Company's Railways are all open.
30	-	14	130	1,150	-	1,353	16 10 2 0	- - - -	18 28	
-	-	-	-	-	-	- -	- -	0 18		
-	-	-	-	-	-	- -	- -	70 0	- -	- - This Line has been entered from former Returns. The Solicitors of the Company state that the Parliamentary powers for the construction of the Line have expired.
-	-	-	-	-	-	- -	- -	14 12	88 70	
-	-	-	-	-	-	- -	- -	4 58		
-	-	-	-	-	-	2	- -	3 24	3 24	
10	7	-	75	380	-	481	14 0	22 24	36 24	
5	13	1	70	158	4	257	- - 1 0	0 54 0 15		
-	-	-	-	-	-	- -	- -	11 0		
-	-	-	-	-	-	- -	- -	16 64		
-	-	-	-	-	-	- -	- -	15 20	56 2	- - The lengths of these Lines are derived from records in this Department.
-	-	-	-	-	-	- -	- -	10 5		
-	-	-	-	-	-	- -	- -	1 4		
-	-	-	-	-	-	- -	- -	1 23	1 23	- - The length of this Branch is derived from records in this Department.
-	-	-	-	-	-	2	- -	26 5	26 5	
-	-	-	-	-	-	2	- -	37 67	37 67	- - The Company state that their powers have expired, and it is not their intention to prosecute the undertaking.

(*continued*)

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Killarney Junction	-	-	-	-	-	-	-	-	-	-
Limerick and Castle Connell	18 & 19 Vic. c. 76	1	-	1	-	-	-	-	-	-
Limerick and Ennis Railway	9 & 10 Vic. c. 195 16 & 17 Vic. c. 114	1	-	2	1	2	1	2	-	1
Limerick and Foynes	16 & 17 Vic. c. 168	1	-	4	1	1	1	3	1	3
Londonderry and Coleraine:										
Castle Dawson Extension	16 & 17 Vic. c. 79	-	-	-	-	-	-	-	-	-
Londonderry and Enniskillen:										
Extension in Londonderry	17 & 18 Vic. c. 135	-	-	-	-	-	-	-	-	-
Londonderry, Enniskillen and Sligo	16 & 17 Vic. c. 174	-	-	-	-	-	-	-	-	-
Lough Swilly	16 & 17 Vic. c. 54	-	-	-	-	-	-	-	-	-
Midland Great Western Railway of Ireland:										
Longford and Cavan Branch	8 & 9 Vic. c. 119 9 & 10 Vic. c. 210 13 & 14 Vic. c. 88 15 & 16 Vic. c. 137	1	-	7	3	2	2	8	2	4
Liffey Branch	9 & 10 Vic. c. 210 13 & 14 Vic. c. 88	-	-	-	-	-	-	-	-	-
Mountmellick Junction	9 & 10 Vic. c. 197	-	-	-	-	-	-	-	-	-
Newry and Enniskillen	8 & 9 Vic. c. 129 10 & 11 Vic. c. 85 11 & 12 Vic. c. 132	-	-	-	-	-	-	-	-	-
Extension to Quay in Newry	16 & 17 Vic. c. 183	1	-	1	-	-	-	1	-	-
Newry, Warrenpoint and Rostrevor	9 & 10 Vic. c. 245	-	-	-	-	-	-	-	-	-
Portadown and Dungannon	10 & 11 Vic. c. 153 16 & 17 Vic. c. 57	2	-	1	-	-	-	-	-	-
Roscrea and Parsonstown	16 & 17 Vic. c. 113	-	-	1	-	-	-	-	-	-
Templemore and Nenagh	9 & 10 Vic. c. 209	-	-	-	-	-	-	-	-	-
Tralee and Killarney	16 & 17 Vic. c. 189	-	-	-	-	-	-	-	-	-
Ulster:										
Armagh to Monaghan	18 Vic. c. 53	-	-	-	-	-	-	-	-	-
Waterford and Kilkenny	-	-	-	-	-	-	-	-	-	-
Waterford and Limerick	-	-	-	-	-	-	-	-	-	-
Waterford and Tramore	-	-	-	-	-	-	-	-	-	-
TOTAL (Railways not open in IRELAND)	-	18	3	35	96	24	8	50	6	32

OPEN IN IRELAND, &c. ON 30 JUNE 1855—*continued.*

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 30th June 1855.	Length of Line neither Open nor in course of Construction on the 30th June 1855.	Total Length of Line authorized, but not Open on the 30th June 1855.	REMARKS.
							Mls. chs.	*Mls. chs.*	*Mls. chs.*	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
–	–	–	–	–	–	2	– –	5 61	5 61	
14	11	1	22	247	–	305	23 66	2 19	26 5	
13	2	–	36	715	–	781	16 60	9 30	26 10	
–	–	–	–	–	–	– –	– –	28 6	28 6	
–	–	–	–	–	–	– –	– –	0 10	0 10	
–	–	–	–	–	–	– –	– –	51 0	51 0	The works have not been commenced.
–	–	–	–	–	–	– –	– –	9 37	9 37	The works have not been commenced.
57	–	–	110	2,125	–	2,321	50 0	1 18	55 0	– – The lengths of these Lines are derived from records in this Department.
–	–	–	–	–	–	– –	– –	3 62		
–	–	–	–	–	–	– –	– –	3 58	3 58	– – Line not commenced; the length is derived from records in this Office.
–	–	–	–	–	–	– –	1 5	67 7	68 67	
–	–	–	11	46	–	60	0 55	– –		
–	–	–	–	–	–	– –	– –	2 41	2 41	The length of this Line is derived from records in this Office.
–	–	–	–	–	–	3	– –	14 35	14 35	
–	–	–	–	–	–	1	– –	23 0	23 0	
–	–	–	–	–	–	– –	– –	20 20	20 20	– – No Return has been received from this Company; the length is taken from the former Return.
–	–	–	–	–	–	– –	– –	21 70	21 70	
–	–	–	–	–	–	– –	– –	16 55	16 55	
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Railway is all open.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Railway is all open.
–	–	–	–	–	–	– –	– –	– –	– –	This Company's Line is all open.
138	104	16	544	8,068	4	9,146	209 73	663 74½	873 67½	

COMPARATIVE SUMMARY, showing the Number and Description of Persons employed on Railways, *Open* and *Not* corresponding Period in 1854; also the Length of Railway Open, in Course of

RAILWAYS OPEN.

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.
Persons employed on Railways Open in England and Wales at end of June — 1854	111	26	96	237	165	112	615	1,628	244	144	5,501	837
Persons employed on Railways Open in England and Wales at end of June — 1855	135	23	99	261	149	125	721	1,649	271	132	6,661	955

SCOTLAND.

Persons employed on Railways Open in Scotland at end of June — 1854	37	6	15	46	21	24	67	326	43	13	704	112
Persons employed on Railways Open in Scotland at end of June — 1855	39	6	19	51	21	25	75	354	28	14	825	103

IRELAND.

Persons employed on Railways Open in Ireland at end of June — 1854	29	6	22	41	20	31	36	151	35	29	184	63
Persons employed on Railways Open in Ireland at end of June — 1855	30	4	22	44	23	31	27	180	23	7	246	74

UNITED KINGDOM.

Persons employed on Railways Open in the United Kingdom at end of June — 1854	177	38	133	324	206	167	718	2,105	322	186	6,389	1,012
Persons employed on Railways Open in the United Kingdom at end of June — 1855	204	33	140	356	193	181	823	2,183	322	153	7,732	1,132

RAILWAYS NOT OPEN.

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.
Persons employed on Railways not Open in England and Wales at end of June — 1854	71	13	125	104	69	54	262	86
Persons employed on Railways not Open in England and Wales at end of June — 1855	73	11	129	116	52	42	254	49

SCOTLAND.

Persons employed on Railways not Open in Scotland at end of June — 1854	11	2	11	16	8	8	30	4
Persons employed on Railways not Open in Scotland at end of June — 1855	13	2	17	26	7	5	27	6

IRELAND.

Persons employed on Railways not Open in Ireland at end of June — 1854	26	3	51	27	18	17	63	18
Persons employed on Railways not Open in Ireland at end of June — 1855	18	3	35	96	24	8	50	6

UNITED KINGDOM.

Persons employed on Railways not Open in the United Kingdom at end of June — 1854	108	18	187	147	95	79	355	108
Persons employed on Railways not Open in the United Kingdom at end of June — 1855	104	16	181	238	83	55	331	61

Open, respectively, in *England* and *Wales*, *Scotland*, *Ireland*, and *the United Kingdom*, at the end of June 1855, and at the Construction, or neither Open nor in Course of Construction, at the same Periods.

RAILWAYS OPEN.

ENGLAND AND WALES.

Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.	Artificers.	Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the end of June in each Year.	Number of Stations.
												Miles. chs.	
2,551	2,621	2,676	17,078	2,289	1,665	1,005	11,223	5,475	16,243	2,020	74,562	5,965 34¼	1,916
2,570	2,870	2,528	17,503	2,360	1,965	1,202	12,101	5,317	19,544	1,736	80,877	6,167 28¼	2,246

SCOTLAND.

360	365	395	2,522	302	219	157	1,271	1,120	1,698	179	10,002	994 24	308
446	472	571	2,994	348	243	141	1,484	1,160	1,616	368	11,403	1,051 34	347

IRELAND.

143	140	142	812	140	187	278	953	640	1,737	26	5,845	843 43	186
141	146	138	750	128	262	279	913	695	1,289	220	5,672	897 29	205

UNITED KINGDOM.

3,054	3,126	3,213	20,412	2,731	2,071	1,440	13,447	7,235	19,678	2,225	90,409	7,803 21¼	2,410
3,157	3,488	3,237	21,247	2,836	2,470	1,622	14,498	7,172	22,449	2,324	97,952	8,116 11¼	2,798

RAILWAYS NOT OPEN.

ENGLAND AND WALES.

Clerks.	Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in Course of Construction at the end of June in each Year.	Length of Line neither Open nor in Course of Construction at the end of June in each Year.	TOTAL Length of Line Authorized but not Open at the end of June in each Year.
								Miles. chs.	*Miles. chs.*	*Miles. chs.*
89	436	128	48	5,313	21,346	26	28,170	585 32½	2,650 26	3,235 58½
61	373	72	24	3,740	18,264	155	23,415	550 40½	2,493 47½	3,044 8

SCOTLAND.

18	111	36	29	650	4,680	71	5,685	96 23	635 53½	731 76½
17	90	40	7	678	5,038	12	5,985	119 42	443 69½	563 31½

IRELAND.

50	240	155	95	816	9,780	187	11,546	207 42	704 49½	912 11½
32	138	104	16	544	8,068	4	9,146	209 73	663 74½	873 67½

UNITED KINGDOM.

157	787	319	172	6,779	35,806	284	45,401	889 17½	3,990 49	4,879 66½
110	601	216	47	4,962	31,370	171	38,546	879 75½	3,601 31½	4,481 27

GENERAL COMPARATIVE SUMMARY, showing the Number and Description of Persons employed upon all Railways sponding Period in 1854; also, the Length of Railway authorized at the same Periods, distinguishing

ENGLAND AND WALES.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.		NUMBER AND DESCRIPTION OF													
		Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.
TOTAL Persons employed on all Railways (Open and not Open) in England and Wales, and Length of Line, at End of June - -	1854	182	39	221	341	234	166	877	1,628	244	230	5,590	1,273	2,551	2,621
	1855	208	34	228	377	201	167	975	1,649	271	181	6,722	1,328	2,570	2,870

SCOTLAND.

TOTAL Persons employed on all Railways (Open and not Open) in Scotland, and Length of Line, at End of June - - -	1854	48	8	26	62	29	32	97	326	43	17	722	223	360	365
	1855	52	8	36	77	28	30	102	354	28	20	842	193	446	472

IRELAND.

TOTAL Persons employed on all Railways (Open and not Open) in Ireland, and Length of Line, at End of June - - - -	1854	55	9	73	68	38	48	99	151	35	47	234	303	143	140
	1855	48	7	57	140	47	39	77	130	23	13	278	212	141	146

GENERAL COMPARATIVE SUMMARY, showing the Number and Description of Persons employed upon all Railways Length of Railway authorized at the same Periods, distinguishing the Length Open,

UNITED KINGDOM.

PERIODS TO WHICH THIS STATEMENT REFERS, &c.		NUMBER AND DESCRIPTION OF													
		Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Station Masters.	Ticket Collectors.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.
TOTAL Persons employed on all Railways (Open and not Open) in the United Kingdom, and Length of Line, at End of June - -	1854	285	56	320	471	301	246	1,073	2,105	322	294	6,546	1,799	3,054	3,126
	1855	308	49	321	594	276	236	1,154	2,183	322	214	7,842	1,733	3,157	3,488

(Open and not Open) in *England* and *Wales*, *Scotland* and *Ireland* respectively, at the End of June 1855, and at the corre-
the Length Open, in Course of Construction, and neither Open nor in Course of Construction.

ENGLAND AND WALES.

PERSONS EMPLOYED ON RAILWAYS.										MILEAGE.			
Guards and Breaksmen.	Switchmen.	Gatekeepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the End of June in each Year.	Length of Line in Course of Construction, at the End of June in each Year.	Length of Line neither Open nor in Course of Construction, at the End of June in each Year.	TOTAL Length of Line authorized at the End of June in each Year.
										Miles. chs.	*Miles. chs.*	*Miles. chs.*	*Miles. chs.*
2,676	2,289	1,665	1,133	11,271	5,475	22,391	37,589	2,046	102,732	5,965 34¼	585 32½	2,650 26	9,201 12¾
2,528	2,360	1,965	1,274	12,125	5,317	21,243	37,808	1,891	104,292	6,167 28¼	550 40½	2,493 47½	9,211 36¼

SCOTLAND.

395	302	219	193	1,300	1,120	3,172	6,378	250	15,687	994 24	96 23	635 53½	1,726 20½
571	348	243	181	1,491	1,160	3,672	6,654	380	17,388	1,051 34	119 42	443 69½	1,614 65½

IRELAND.

142	812	140	342	373	953	1,456	11,517	213	17,391	843 43	207 42	704 49½	1,755 54½
138	128	262	383	929	695	1,294	9,357	224	14,818	897 29	209 73	663 74½	1,771 16½

(Open and not Open) in the *United Kingdom*, at the End of June 1855, and at the corresponding Period in 1854; also, the
in Course of Construction, and neither Open nor in Course of Construction.

UNITED KINGDOM.

PERSONS EMPLOYED ON RAILWAYS.										MILEAGE.			
Guards and Breaksmen.	Switchmen.	Gatekeepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open at the End of June in each Year.	Length of Line in Course of Construction at the End of June in each Year.	Length of Line neither Open nor in Course of Construction at the End of June in each Year.	TOTAL Length of Line authorized at the End of June in each Year.
										Miles. chs.	*Miles. chs.*	*Miles. chs.*	*Miles. chs.*
3,213	2,731	2,071	1,759	13,619	7,235	27,191	55,484	2,509	135,810	7,803 21¼	889 17½	3,990 49	12,683 7¾
3,237	2,836	2,470	1,838	14,545	7,172	26,209	53,819	2,495	136,498	8,116 11¼	879 75½	3,601 31½	12,597 38¼

Board of Trade, Whitehall.

JAMES BOOTH.

RAILWAYS.

A RETURN of the Number and Description of Persons employed on each of the Railways in *England* and *Wales*, *Scotland*, and *Ireland*, respectively, on 30th June 1855, which were at that Date Open for Traffic, and the Length of such Railways: And, similar Return for each Line and Branch Line of Railway which has been Authorized, but which was not Open for Traffic on 30th June 1855—(in continuation of Parliamentary Paper, No. 495, of Session 1854).

(*Mr. Bouverie.*)

Ordered, by The House of Commons, *to be Printed*,
11 *August* 1855.

RETURN

SHOWING THE

NUMBER of PASSENGERS conveyed on all the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, respectively, during the Half Year ended the 31st December 1854, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97.; also, the Length of Railway open at the Commencement and at the Termination of the Half Year; together with a SUMMARY, comparing the Traffic with that in the corresponding Period in 1853; and a SUPPLEMENT showing the aggregate Number of Miles travelled by each Class of Passengers; the Number of Passenger Trains and of Goods Trains respectively; and the Number of Miles travelled by such Trains, during the above-mentioned Half Year.

Presented to both Houses of Parliament by Command of Her Majesty,
24th May 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

1932

ENGLAND AND WALES.

RETURN, showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97;

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1854.	Length Open on 31 Dec. 1854.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Aberdare	*See* "Taff Vale."											
Ambergate, Nottingham, and Boston and Eastern Junction	19 60	19 60	4,135½	10,639½	46,534½	21,787½	4	83,101	3	2	1	1
Bedford	*See* "London and North Western."											
Birkenhead, Lancashire, and Cheshire Junction	32 70½	32 70½	85,956	215,812	3,527	81,273	107	386,675	2	1½	⅜	1
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-western."											
Blackburn	*See* "Lancashire and Yorkshire."											
Blyth and Tyne	12 0	12 0	5,737	121,560	- -	- -	- -	127,297	1	¾	- -	- -
Bodmin and Wadebridge	14 56	14 56	- -	- -	1,854	- -	- -	1,854	- -	- -	⅞	- -
Bristol and Exeter (Including "Exeter and Crediton," and "Somerset Central" Railways.)	111 42	123 70	83,369	457,893	- -	138,089	53	679,404	2·31	1·20	- -	·97
Buckinghamshire	*See* "London and North-western."											
Chester and Holyhead (Including "Mold" Railway.)	105 42	105 42	58,959	107,708	107,498	107,204	42	381,411	2·07	1·27	1·00	1
Cockermouth and Workington	8 40	8 40	2,419	14,654	- -	19,251	11	36,335	3·51	2·15	- -	1
Colchester, Stour Valley, Sudbury, and Halstead	*See* "Eastern Counties."											
Dowlais (This is principally a mineral line.)	1 68	1 68	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
East Anglian	67 8	67 8	11,531	29,389	55,245	37,700	3	133,868	2·275	1·611	1·010	·887
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket" Railways.)	481 37½	495 3½	361,772	1,019,455	688,363	802,782	495	2,872,867	1·929	1·379	·850	·714
Eastern Union	*See* "Eastern Counties."											
East Lancashire	79 54½	79 54½	73,399	430,501½	6,872½	731,429½	91	1,242,293½	2·10	1·52	0·63	·84
East Lincolnshire	*See* "Great Northern."											
East Suffolk (From the 4th to the 31st of December.)	- -	13 62	236	1,037	1,009	394	- -	2,676	2·488	1·599	1.068	·993
Exeter and Crediton	*See* "Bristol and Exeter."											
Furness	19 70	21 64	8,115	29,212	879	54,821	87	93,214	1·60	1·23	1·22	·73
Gloucester and Dean Forest	*See* "Great Western."											
Great Northern (Including "East Lincolnshire.")	283 56½	283 56½	189,685	413,595	25,685	377,721	47	1,006,733	2⅜	1⅛	½	¼

ENGLAND AND WALES.

ended the 31st December 1854, distinguished in different Classes, and the Receipts from each Class of Passengers, and from also, the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
933 0 2½	1,589 17 3½	2,286 9 10	1,132 0 6	55 0 0	5,996 7 10	358 0 0	13,283 15 3	19,638 3 1
9,899 14 0	16,901 15 1	103 5 4	5,591 11 5	782 6 4	33,278 12 2	1,961 6 5	33,140 5 6	68,380 4 1
276 16 4	3,034 12 1	- - -	- - -	- - -	3,311 8 5	12 10 0	19,012 18 2	22,336 16 7
- - -	- - -	54 11 0	- - -	- - -	54 11 0	1 17 2	884 12 1	941 0 3
29,188 16 0	56,460 1 9	- - -	20,385 15 6	381 7 2	106,416 0 5	12,439 12 8	50,771 9 11	169,627 3 0
24,630 12 10	21,848 15 11	7,121 11 6	8,209 4 8	368 15 5	62,179 0 4	18,596 7 1	39,141 3 9	119,916 11 2
176 19 11	657 18 3	- - -	486 9 9	30 0 0	1,351 7 11	122 0 7	2,837 14 11	4,311 3 5
- - -	- - -	- - -	- - -	- - -	- - -	- - -	197 11 10	197 11 10
2,143 17 9	3,303 14 4	2,744 5 3	2,133 4 2	43 9 8	10,368 11 2	718 10 1	11,180 3 3	22,267 4 6
83,377 1 0	106,918 13 7	33,660 14 4	68,614 9 2	7,271 18 5	299,842 16 6	30,441 7 9	243,701 16 10	573,986 1 1
9,617 3 0½	23,241 19 4½	379 10 6¼	27,660 15 3¾	361 13 9½	61,264 2 0½	3,738 11 3	77,606 10 10	142,609 4 1½
24 3 8	66 4 7	39 9 9	12 7 11	- - -	142 5 11	9 19 8	61 19 9	214 5 4
521 10 5	1,334 5 4	57 5 2	1,242 18 6	46 19 11	3,202 19 4	- - -	20,089 6 7	23,292 5 11
86,062 10 7	66,139 3 11	946 7 4½	53,697 12 9½	1,234 7 8	208,080 2 4	28,411 1 3	328,708 11 3	565,199 14 10

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-ye

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1854.	Length Open on 31 Dec. 1854.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Great North of England, Clarence and Hartlepool Junction	*See* "North Eastern."											
Great Western (Including "Wycombe Gloucester and Dean Forest," and "Hereford, Ross and Gloucester," Railways.)	324 55	346 4	323,686	1,268 496	- -	653,306½	197	*2,245,685½	Exp. 2·625 Ord. 2·100	1·837 1·575	-	1
(Shrewsbury and Birmingham Section.)	29 34½	29 34½	29,087	99,284	- -	141,384	19	269,774	1·41	·92	- -	·41
(Shrewsbury and Chester Section.)	57 60	57 60	38,775	114,865	- -	106,792½	40	260,472½	2·20	1·57	- -	·97
Hartlepool Dock and Railway	*See* "North Eastern."											
Hereford, Ross, and Gloucester	*See* "Great Western."											
Hull and Holderness	17 40	17 40	4,717	8,723	53,608	18,093	13	85,154	1⅜	1⅛	½·74	½·31
Hull and Selby	*See* "North Eastern."											
Kendal and Windermere	10 24	10 24	19,409	24,020	- -	14,636	140	58,205	3	2¼	- -	1
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," and portions of the "Sheffield, Barnsley, and Wakefield," and "North Union" Railways.)	247 16	247 16	277,547	995,114½	- -	2,109,731	72	3,382,464½	2·07	1·51	- -	·844
(Preston and Wyre Section)	29 4	29 4	27,794	64,076	- -	146,380	26	238,276	2	1½	- -	¾
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	52,337	82,256	- -	143,933	- -	278,526	2⅜	1⅝	- -	1
Lancaster and Preston Junction	*See* "Lancaster and Carlisle."											
Leeds, Bradford, and Halifax Junction.	- -	9 77	9,771½	22,372½	153,141½	22,480½	6	207,772	2⅜	1⅝	1⅜	⅞
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Liverpool, Crosby, and Southport	16 56	16 56	144,186	4,536	252,107½	- -	191	401,020½	2	1½	1	- -
Llanelly Railway and Dock	28 20	28 20	865	3,272	15,264	- -	27	19,428	2	1½	1	- -
Llynvi Valley (This line is not open for passengers, and no Return of goods traffic has been received.)	17 51	17 51	—	—	—	—	—	—	—	—	—	—
London and Blackwall (Including Traffic over the Blackwall Railway by	5 17	5 17	288,148	1,637,232½	- -	30,649	78	1,956,107½	Cannot be ascertained.			
Eastern Counties	- -	- -	13,637	94,936	- -	3,101	- -	111,674	- -	- -	- -	- -
North London	- -	- -	250,889½	94,628½	- -	1,294,894	- -	1,640,412	- -	- -	- -	- -
Tilbury and Southend)	- -	- -	64,249	92,842	- -	207,069	68	364,228	- -	- -	- -	- -
Total Traffic on and over the Blackwall Railway.	- -	- -	616,923½	1,919,639	- -	1,535,713	146	4,072,421½	- -	- -	- -	- -
London, Tilbury, and Southend Extension. Section of the "London and Blackwall and Eastern Counties" Railways.	17 67	23 6	83,915	145,620	- -	341,828	68	571,431	·954	- -	·696	·696
London and Greenwich (Leased by "South-eastern" Railway Company.)	3 60	3 60	144,997	333,533	498,771	21,759	49	999,109	2	1·50	1	·82
London and North-western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and part of the "North Union" Railway.)	642 26¾	642 49¾	701,214½	1,947,460½	551,985½	2,070,320	1,143	5,272,123½	2·016	1·376	·626	·974
London and South-western	248 49	264 16	557,352	1,536,747	115,390	†278,325	1,034	2,488,848	1·970	1·302	0·279	0·965
London, Brighton, and South Coast	164 38	164 38	660,485	1,001,906	1,757,619	250,212	1,484	3,671,706	2·06	1·43	·65	·97

* Including 26,491½ Soldiers, and 141,746 Excursion Train Passengers. † Including 39,698 Soldiers and Police.

ended 31st December 1854, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
120,278 13 6	175,353 8 3½	- - -	90,925 4 11½	1,225 19 7	‡ 387,783 6 4	34,361 14 1	200,415 2 3	†622,560 2 8
3,399 2 8¾	6,376 17 3	- - -	4,109 14 8¾	160 3 0	14,045 17 8½	661 1 3½	14,406 8 2	29,113 7 2
6,373 2 8½	11,861 2 8¼	- - -	5,780 14 7½	62 5 0	24,077 5 0½	1,248 4 9	34,120 13 8	59,446 3 5¼
460 4 3½	636 17 7½	2,520 9 11½	767 5 7½	37 19 4	4,422 16 10	167 6 4½	1,694 13 7	6,284 26 9½
1,902 14 0	2,006 0 6	- - -	390 10 1	160 0 0	4,459 4 7	242 8 3	2,243 14 7	6,945 7 5
37,016 7	70,656 3 3	- - -	85,856 18 10	487 14 4	194,017 1 2	15,122 19 6	313,255 17 11	522,395 18 7
3,749 14 0	5,688 3 9	- - -	6,810 1 6	177 11 7	16,425 10 10	1,009 16 4	13,252 1 2	30,687 8 4
27,865 8 7	20,649 16 2	- - -	21,031 19 6	- - -	69,547 4 3	6,568 9 4	68,995 10 4	145,111 3 11
839 4 8	624 6 7	3,147 4 1	228 11 3⅓	31 16 6	4,871 3 1¼	111 19 7½	2,005 12 4	6,988 15 0¾
- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,059 3 10	2,059 3 10
6,021 15 4½	602 10 3½	7,429 19 3	- - -	680 12 3	14,734 17 2	488 19 4	1,616 0 9	16,839 17 3
86 17 4	221 13 0	504 17 6	- - -	33 10 0	846 17 10	19 0 0	6,742 12 8	7,608 10 6
—	—	—	—	—	—	—	—	—
5,869 0 11¾	23,153 6 10¼	- - -	210 19 1¼	544 5 0	29,777 11 11¼	11 2 0	2,014 19 6	—
63 5 2	426 3 9	- - -	16 8 8	- - -	505 17 7	—	—	—
914 7 9½	475 10 4½	- - -	4,428 18 3	- - -	5,818 16 5	—	—	—
827 13 2	813 19 7½	- - -	1,950 18 8½	154 6 4	3,746 17 10	—	—	—
7,674 7 1¼	24,869 0 7¼	- - -	6,607 4 8¾	698 11 4	39,849 3 9¼	11 2 0	2,014 19 6	‖41,875 5 3¼
3,507 16 9	3,780 6 0½	- - -	9,458 17 0	458 1 8	17,205 1 5½	185 5 10	2,121 13 8	19,512 0 11½
3,907 3 2	7,515 1 6	8,410 3 1	241 10 1	340 9 11	20,414 7 9	207 6 6	- - -	20,621 14 3
274,028 14 9¾	251,919 6 10¾	47,738 11 2½	149,290 10 5¼	6,674 10 9	729,651 14 1¼	103,120 1 1½	845,736 17 0	1,678,508 12 2¾
88,084 8 8½	119,864 4	6,870 19 9	§43,206 3 10½	9,426 14 6	267,452 10 9¾	27,635 0 8½	87,098 15 6½	¶382,186 7 0¾
107,794 11 5	96,706 13 6	51,239 4 7	26,888 14 6	16,466 9 8	299,095 13 8	15,275 12 2	66,907 7 8	381,278 13 6

‡ Including 6,808*l.* 10*s.* 4½*d.* receipts from Soldiers, and 17,987*l.* 8*s.* 7½*d.* receipts from Excursion Train Passengers.
† Including 5,818*l.* 16*s.* 5*d.* Tolls from North London Railway Company.
§ Including 8,173*l.* 18*s.* 8*d.* recipts from Soldiers and Police.
¶ Including 1,733*l.* 7*s.* 9*d.* receipts from Joint Traffic arrangement with Brighton Railway Company, and exclusive of 3,000*l.* returned by Company as "assumed proportion of Steam Company's earnings due to Railway," and 677*l.* 18*s.* 10*d.* as "Excess Fares;" the last-mentioned item is included in the amount of "Excess Fares," &c.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1854.	Length Open on 31 Dec. 1854.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M.Chs.	*M.Chs.*							*d.*	*d.*	*d.*	*d.*
Lowestoft Railway and Harbour-	*See* "Eastern Counties."											
Manchester and Southport -	*See* "Lancashire and Yorkshire."											
Manchester, Buxton, Matlock, and Midlands Junction - - (Leased to "Midland.")	11 42	11 42	11,946	27,431	3,159	32,588	- -	75,124	1·79	1·50	0·86	0·92
Manchester, Sheffield, and Lincolnshire - - - - -	169 25½	169 25½	80,364	217,744	130,578	918,304	90	1,346,080	2·327	1·787	1·286	·926
Manchester, South Junction, and Altrincham - - -	9 26	9 26	121,469	112,816	2,196	363,457	754	600,692	1¼	1	¾	¾
Maryport and Carlisle - -	28 28	28 28	6,186	24,929	25,609	32,146	- -	88,870	3	2	1¼	1
Middlesbro' and Redcar - -	*See* "Stockton and Darlington."											
Middlesbrough and Guisbrough -	*See* "Stockton and Darlington."											
Midland - - - - - - - (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton" Railways.)	493 53	493 53	81,789	168,711	113,903	301,909	172	666,484	2·14	1·54	0·92	0·87
Mold - - - - - -	*See* "Chester and Holyhead."											
Monmouthshire Railway and Canal (Railway Traffic only.)	39 30	45 3	4,142	24,517	- -	242,663	11	271,336	2·42	1·43	- -	1 5/16
Newcastle-upon-Tyne and Carlisle	78 21	78 21	12,228	73,952	134,540	108,128	21	328,869	2·5	1·8	1·25	1
Newmarket - - - - -	*See* "Eastern Counties."											
Newport, Abergavenny, and Hereford - - - (Worked by London and North-western.)	33 62	33 62	7,163	32,094	57,510	- -	- -	96,767	2	1·5	1	- -
Norfolk - - - - -	*See* "Eastern Counties."											
North and South Western Junction	3 70	3 70	15,269	61,347	- -	* 916	- -	77,532	No Account.			- -
Northern and Eastern - -	*See* "Eastern Counties."											
North Devon - - -	- -	34 66	52,14	22,234	10,526	2,855	- -	40,829	2·69	1·53	1·09	0·97
North-eastern - - - (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction" Railways.)	702 61½	702 61½	336,667	911,124	1,732,811	† 681,616	788	3,663,006	2·35	1·54	·85	·94
North London - - -	8 34½	8 34½	392,298	884,618	- -	‡ 1,421,203	38	2,698,157	Cannot be ascertained.			
North Staffordshire - -	123 0½	123 0½	67,634	253,176	131,331	238,645	93	690,879	2½	1¾	1¼	1
North Union - - -	*See* "Lancashire and Yorkshire," and "London and North-western."											
North-western - - (Leased to the Midland Railway Company.)	46 24	46 24	12,685	84,917	- -	63,933	9	161,544	2·23	1·39	- -	0·82
Oxford, Worcester, and Wolverhampton - -	92 69	93 57	71,625	322,563	- -	427,117	32	821,337	3	2	- -	1
Preston and Longridge -	6 40	6 40	515	1,845	854	39,611	14	42,839	2	1½	1	1
Port Carlisle Dock and Railway	11 10	11 10	573	1,334	- -	17,274½	- -	19,181½	1½	1½	- -	¾
Royston and Hitchin - -	*See* "Eastern Counties."											

* Soldiers. † Including 82,252 Excursion Train Passengers. ‡ Including 2,079 Soldiers.

ended 31st December 1854, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS, LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
656 7 3	1,155 17 5	83 4 10	730 1 1	- - -	2,625 10 7	110 16 8	3,558 4 11	6,294 12 2
11,527 19 1	21,770 8 5	11,954 14 6	34,980 17 5	897 1 9	81,131 1 2	9,215 5 4	131,946 14 0	222,293 0 6
4,116 15 11	2,992 11 4½	55 16 1½	6,250 19 6	2,431 17 6	15,848 0 5	530 6 2¾	3,110 1 2	19,488 7 9¾
1,293 3 7½	3,083 2 10	1,626 14 8	2,047 5 0½	- -	8,050 6 2	736 3 10	16,016 6 4	24,802 16 4
59,877 7 9	105,601 5 3	27,229 10 2	92,807 4 7	1,153 10	286,669 2 7	35,170 9 10	452,637 16 2	774,477 8 7
478 0 6	1,436 10 5	- - -	6,429 0 7	48 19 0	8,392 10 6	213 13 6	39,048 15 4	47,654 19 4
2,874 17 3	7,111 13 6	8,664 4 11	6,695 18 8	201 17 0	25,548 11 4	2,058 13 4	58,849 4 9	86,456 9 5
1,260 14 9¼	3,174 0 1	3,014 10 0	- - -	- - -	7,449 4 10½	506 11 2	9,408 5 0	17,364 1 0½
878 18 5	2,593 18 3	- - -	30 10 7	- - -	3,503 7 3	- - -	1,667 0 5	5,170 18 8
1,417 2 1	2,819 6 3	959 2 9	247 18 7	- - -	5,443 9 8	516 3 10	1,649 15 1	7,609 8 7
80,013 4 8	94,536 11 4	63,309 3 2	§71,044 4 1	2,483 15 5	311,386 18 8	53,785 19 5	496,888 6 4	862,061 4 5
8,958 7 2	14,696 18 6	- - -	19,483 4 11	210 0 0	43,348 10 7	- - -	17,011 1 7	60,359 12 2
8,676 2 5	19,071 10 1	7,336 5 1	9,781 8 1	428 3 3	45,293 8 11	2,287 12 11	56,648 1 11	104,229 3 9
1,989 14 1	4,146 12 2	- - -	3,455 10 11	35 12 6	9,627 9 8	553 13 1	16,867 9 10	27,048 12 7
11,493 18 1	21,349 18 7	- - -	13,611 7 10	237 8 0	46,692 12 6	2,572 4 0	39,058 5 8	88,323 2 2
24 17 1	62 17 10	69 18 8	778 14 11	21 14 3	958 2 9	10 6 7	777 14 9	1,746 4 1
52 0 5	63 7 5	- - -	727 2 1½	- - -	842 9 11½	- - -	932 9 0	1,774 18 11½

§ Including 9,374*l.* 7*s.* 10*d.* Receipts from Excursion Train Passengers.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1854.	Length Open on 31 Dec. 1854.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	45,858	48,812	- -	221,396	192	316,258	1½	1¼	- -	⅞
Saundersfoot Railway and Harbour (This line is a mere tramway, and is not open for passengers.)	7 0	7 0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole - - -	*See* "Lancashire and Yorkshire."											
Shrewsbury and Hereford -	50 46	50 46	13,510	50,062	28,623	35,832	2	128,029	2	1½	1	1
Shropshire Union Railway and Canal - - - (Railway traffic only.)	18 28	18 28	29,267	60,834	- -	305,109	- -	395,210	$0\frac{83}{100}$	$0\frac{46}{100}$	- -	$0\frac{60}{100}$
Somerset Central - -	*See* "Bristol and Exeter."											
South Devon - - -	56 74	56 74	61,056	226,994	- -	214,219	41	502,310	2·171	1·351	- -	·814
South-eastern - - - (*See* "London and Greenwich" for separate Return of Traffic and Mileage, although leased by the South-eastern Railway Company.)	254 34½	254 34½	503,513	981,508	1,367,291	293,851	596	3,146,759	2·06	1·27	·72	·95
South Staffordshire - -	25 30	25 30	47,175	158,562	133,360	332,405	4	671,506	1⅝	1¼	1	⅞
South Wales - - -	156 15	156 15	40,072	167,104	423,102	1,441	- -	631,719	Ord. 2·100 Ret. 3·63 Exp. 2·625 Ret. 4·53	Exp. 1·837 Ret. 3·18 Ord. 1·575 Ret. 2·73	1	1
South Yorkshire Railway - - (and River Dun Company.)	19 29	31 10	5,039	24,740	60,555½	40,295½	- -	130,630	3	2	1	1
Stockton and Darlington - - (Including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisbrough" Railways.)	99 70	99 70	24,672	219,854	31,927	379	- -	276,832	1·890	1·226	·649	·954
Taff Vale - - - (Including "Aberdare.")	42 54	42 54	7,122	26,423	126,251	- -	14	159,810	2	1½	1	- -
Vale of Neath - - -	25 8	25 8	3,977	19,462	178,869	- -	- -	202,308	2·02	1·31	·81	- -
Warrington and Stockport - -	10 68	10 68	18,042	- -	- -	91,818	17	109,877	$1\frac{5}{10}$	- -	- -	⅞
Wear Valley - - -	*See* "Stockton and Darlington."											
West Cornwall - - -	25 8	25 8	8,515	25,225	- -	140,564	- -	174,304	2	1·30	- -	1
West Hartlepool Harbour and Railway - - -	45 0	45 0	7,109	49,413	1,515	36,732	24	94,793	1·931	1·345	1·060	0·695
West London - - -	*See* "London and North-western."											
Whitehaven and Furness Junction	33 64	33 64	4,526	17,507	13,842	10,000	20	45,895	2·2	1·75	1·5	1
Whitehaven Junction -	12 70½	12 70½	7,653	47,463	- -	56,010	145	111,271	2·23	1·65	- -	·92
Wycombe - - -	*See* "Great Western."											
TOTAL (ENGLAND and WALES)	5,965 34¾	6,112 47¼	6,633,248	17,772,791½	9,043,706	16,899,762½	8,672	50,358,180	- -	- -	- -	- -

ended 31st December 1854, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,312 5 11	660 5 11	- - -	4,051 12 9	308 14 6	6,332 19 1	236 8 1	18,070 6 0	24,639 13 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	321 5 8	321 5 8
3,207 8 11	6,357 16 5	3,145 14 1	1,936 2 2	33 5 0	14,680 6 7	1,710 14 2	13,839 12 6	30,230 13 3
2,417 7 8¾	3,208 16 7¾	- - -	3,359 14 4¼	- - -	8,985 18 8¾	2,498 9 4	11,470 16 2	22,955 4 2¾
11,144 13 4½	18,588 12 9	- - -	14,371 11 6	102 19 10	44,207 17 5½	6,870 3 0	12,299 2 6	*63,377 2 11½
133,496 14 9	112,781 6 8	51,345 9 8	27,524 19 1	7,014 0 9	332,162 10 11	25,617 13 11	109,436 6 2	†467,216 11 0
2,938 17 2	5,759 7 7	2,315 11 8	10,644 12 1	27 10 0	21,685 18 6	970 0 8	23,246 19 11	45,902 19 1
12,699 15 2	22,332 2 10	28,143 11 4½	271 1 6	- - -	‡63,446 10 10½	10,676 16 2	63,020 16 1	‡137,144 3 1½
401 17 0½	1,254 9 3	1,962 0 11½	1,194 4 7	- - -	4,812 11 10	679 11 1¼	34,197 16 1	39,689 19 0¼
2,063 5 10	10,417 16 6	1,044 7 1	22 1 8	- - -	13,547 11 1	1,755 19 6	131,881 0 9	147,184 11 4
876 8 3	1,730 17 11	5,799 17 11	- - -	65 10 0	8,472 13 9	246 11 6	80,018 8 6	88,737 13 9
390 13 1	1,247 4 1	7,011 7 4	- - -	- - -	§8,649 4 6	1,942 10 11	12,812 7 4	§23,404 2 9
631 11 6	- - -	- - -	2,328 1 7	46 17 0	3,006 10 1	40 3 7	- - -	3,046 13 8
981 18 8	1,753 6 7	- - -	4,420 18 2	- - -	7,156 3 5	346 5 0	8,763 3 6	16,265 11 11
559 18 8	2,684 1 3	86 14 6	1,505 1 2	77 5 0	4,913 0 7	152 7 9	50,164 1 4	55,229 9 8
548 3 2	1,237 7 2	941 13 6	560 1 10	35 3 0	3,322 8 8	364 19 9½	3,611 0 3½	7,298 8 9
556 0 6	2,133 11 2	- - -	1,618 19 1	159 18 0	4,468 8 9	403 3 5	4,832 3 7	9,708 15 9
1,309,659 0 9½	1,598,645 5 10½	401,354 12 1¼	983,671 1 0¼	63,719 14 4½	4,357,049 14 1¾	466,032 8 9	4,429,366 14 2	9,252,448 17 0¾
Excess Fares, Tolls, &c., which cannot be classified					6,000 6 4½	- - -	- - -	6,000 6 4½
					£ 4,363,050 0 6¼			£ 9,258,449 3 5¼

* Exclusive of 16*l.* 17*s.* 5*d.* returned by Company under the head of "Electric Telegraph."
† Exclusive of 2,062*l.* 6*s.* 10*d.* returned by Company as "Receipts from other Companies," and included in amount of "Excess Fares," &c.
‡ Exclusive of 224*l.* 6*s.* 7½*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
§ Exclusive of 18*l.* 16*s.* 8*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.

SCOTLAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Scotland* during the Half-year ended the compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ; also,

NAME OF RAILWAY COMPANY.	Length Open on 30 June 1854.	Length Open on 31 Dec. 1854.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Aberdeen (Including "Arbroath and Forfar.")	72 68	73 45	27,982½	49,316½	143,130	68,947½	131	289,507½	2	1½	1⅛	1
Arbroath and Forfar	*See* "Aberdeen."											
Caledonian (Including "Glasgow, Barrhead, and Neilston Direct," "Glasgow, Paisley and Greenock," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness" Railways.)	193 20	193 20	258,766	67,413	- -	1,809,443	158	2,135,780	1·488	1·63	- -	5·56
Caledonian and Dumbartonshire Junction	8 3	8 3	35,268	16,723½	- -	117,872½	6	169,870	2	1½	- -	1
Deeside	16 16	16 16	17,270	- -	- -	82,217	96	99,583	1½	- -	- -	1
Drumpeller	*See* "Forth and Clyde Navigation Company."											
Dundee and Arbroath	17 27½	17 27½	26,534	60,441	125,243½	51,673½	846	264,738	1·88	1·50	1·05	·97
Dundee and Newtyle	*See* "Dundee and Perth and Aberdeen Railway Junction."											
Dundee and Perth and Aberdeen Railway Junction (Including "Dundee and Newtyle.")	31 13	31 13	13,229	35,467	47,064	111,992	194	207,946	1·75	1·29	1·14	1
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."											
Edinburgh and Glasgow (Including "Edinburgh and Bathgate" Railway.)	92 1¾	92 1¾	99,896	97,742	34,194	370,711	117	602,660	1·765	1·423	1·123	0·863
Edinburgh, Perth, and Dundee	72 5½	72 5½	56,640	123,332	233,228	267,078	20	680,298	2¼	2	1¼	1
Forth and Clyde Navigation Company (Owners of the "Drumpeller Railway." Not open for passengers.)	1 28	1 28	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
General Terminus and Glasgow Harbour (This is not a passenger Line.)	2 21½	2 21½	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Glasgow and South-western (Including "Kilmarnock and Troon.")	184 23	184 23	55,793	279,311	- -	471,044	191	806,339	2	1½	- -	1
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."											
Great North of Scotland (For goods from 12th September, for Passengers from 20th September to 31st December 1854.)	- -	39 35	6,483½	- -	37,599½	14,677	14	58,774	1¾	- -	1¼	1
Kilmarnock and Troon	*See* "Glasgow and South-western."											
Leven	- -	5 62	1,552	4,570	7,845	5,910	- -	19,877	2¼	2	1¼	1
Monkland	35 72	35 72	3,256	12,041	27,250	- -	- -	42,547	2	1½	1	- -
Morayshire	5 72	5 72	1,921	8,512	18,746	3,470	9	32,658	1·3	1·1	·9	·6
North British	147 74	147 74	87,656	189,808	76,101	351,986	385	705,936	2·10	1·45	1·13	·93
St. Andrew's	4 45	4 45	5,260	10,239	8,338	14,368	- -	38,205	2¼	2	1¼	1
Scottish Central	50 17	50 17	58,251½	67,145½	31,888	176,414	19	333,718	2½	1¾	1	1
Scottish Midland Junction	34 27	37 39	17,206	17,489	- -	88,979	6	123,680	2	1½	- -	1
Stirling and Dunfermline	24 50	24 50	9,115½	2,054½	48,834½	21,028½	7	81,040	2½	2	1¼	1
TOTAL (SCOTLAND)	994 24	1,043 30	782,080	1,041,605	839,461½	4,027,811	2,199	6,693,156½	- -	- -	- -	- -

SCOTLAND.

31st December 1854, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.																					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.			RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.			TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
1st Class.			2d Class.			3d Class.			Parliamentary Class.			Holders of Periodical Tickets.			Total Receipts from Passengers.															
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
5,766	5	9½	5,604	5	10¾	6,904	5	11	4,546	0	1½	358	3	8	23,179	1	4¾	4,052	16	1¾	29,027	2	1	56,258	19	7½			
43,177	12	6¼	9,321	9	9½	-	-	-	66,661	16	9⅓	647	0	8	119,807	19	9¼	17,665	10	1¾	178,098	7	9½	315,571	17	8½			
1,278	6	7¾	551	1	2	-	-	-	2,019	11	9¼	14	6	2½	3,863	5	9½	162	7	0½	2,528	18	5	6,554	11	3			
1,021	0	6	-	-	-	-	-	-	2,654	5	5	92	17	5	3,768	3	4	212	14	4	2,334	16	2½	6,315	13	10¼			
1,140	5	10¾	1,905	18	7¾	3,200	7	0¼	1,311	8	10	578	17	3	8,136	17	7¾	1,081	7	4	4,576	9	1	13,794	14	0¾			
1,163	3	9¾	2,081	7	4½	1,598	7	4½	4,110	1	6½	194	4	5	9,147	4	6¼	2,024	12	5	13,838	14	2	25,010	11	1¼			
19,032	3	4	13,765	0	6¼	3,561	18	4	25,235	19	8	823	16	5	62,418	18	3¼	5,489	3	1½	56,512	13	9	124,420	15	1¾			
6,488	19	0	9,667	8	9	10,930	8	1¼	8,890	3	8¾	33	5	3	36,010	4	10	2,017	16	7½	41,316	18	6	79,344	19	11½			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,075	7	8	1,075	7	8			
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,310	1	4	3,310	1	4			
8,623	17	8	22,654	12	3	-	-	-	23,795	7	8	726	6	5	55,800	4	0	5,939	9	3	91,225	9	0	152,965	2	3			
1,150	3	3½	-	-	-	2,503	14	9½	1,017	15	4	15	0	11	4,686	14	4	454	8	9	5,195	10	3	10,336	13	4			
83	6	10¼	199	19	3¾	230	6	10½	113	7	7¼	-	-	-	627	0	7¾	30	16	3	316	14	5	974	11	3¾			
108	10	8	451	13	3	998	17	5	-	-	-	-	-	-	1,559	1	4	-	-	-	26,029	5	8	27,588	7	0			
65	3	6	252	5	7	430	14	6	57	16	8	4	13	6	810	13	9	-	-	-	693	0	9	1,503	14	6			
16,046	15	1	18,676	4	5	7,791	13	6	15,474	0	4	1,153	16	9	59,142	10	1	3,483	4	11	69,317	3	8	131,942	18	8			
247	9	4½	334	10	5	199	2	6¾	259	14	3¾	-	-	-	1,040	16	8	85	0	10	504	12	10	1,630	10	4			
10,001	19	3	7,414	14	4	423	9	9¾	10,866	8	5	165	6	9	28,871	18	6¾	4,916	9	1¾	35,648	16	0	69,437	3	8½			
2,626	8	1¼	2,009	2	10¼	-	-	-	4,327	6	8¼	2	6	6	8,965	4	1¾	1,695	3	3½	13,724	2	5	24,384	9	10¼			
778	12	5¼	147	19	6¼	2,161	11	5¼	864	1	2½	18	1	6	3,970	6	1½	168	4	2½	9,018	2	1	13,156	12	4¾			
118,800	3	8¾	95,037	14	1	40,934	17	7¾	172,205	6	1¼	4,828	3	7½	431,806	5	2¼	49,479	3	9¾	584,292	6	1	1,065,577	15	1			

IRELAND.

RETURN showing the Number of PASSENGERS conveyed on all the RAILWAYS in *Ireland* during the Half-year ended the compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also

NAME OF RAILWAY COMPANY.	Length Open on 30th June 1854.	Length Open on 31st Dec. 1854.	NUMBER OF PASSENGERS.						Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Belfast and Ballymena	37 74	37 74	16,728	32,308	153,224	5,163	206	207,629	1½	1	½ 3/31	1
Belfast and County Down	16 63	16 63	44,389	171,737	- -	- -	595	216,721	1·06	0·70	- -	- -
Cork and Bandon	19 54	19 54	4,918	23,477	- -	20,492	- -	48,887	1¾	1¼	- -	¼
Cork, Blackrock, and Passage	6 23	6 23	111,704	143,565	- -	34,738	36	290,043	1	¾	- -	¼
Dublin and Belfast Junction	55 48	55 48	19,449	35,868	- -	43,992	- -	99,309	1·976	1·5	- -	1·0001
Dublin and Drogheda	62 17	62 17	41,005	91,812	- -	173,056	- -	305,873	1⅞	1½	- -	15/16
Dublin and Kingstown	7 60	7 60	36,455	567,947	- -	473,158	1,178	1,078,738	1½	1	- -	¾
Dublin and Wicklow	- -	16 22	12,096	61,733½	- -	83,739	36½	157,605	1·637	1·223	- -	0·748
Dundalk and Enniskillen	19 71	26 52	3,842	6,405	- -	23,602	- -	33,849	2 -	1·555	- -	1
Great Southern and Western	188 40	203 68	40,365	87,238	- -	173,230	- -	301,333	1·874	1·422	- -	0·998
Irish South-eastern	22 48	22 48	5,080	11,692	- -	19,469	- -	36,241	2·005	1·533	- -	0·985
Killarney Junction	40 26	40 26	4,515	5,794	- -	14,664	- -	24,973	1·819	1·389	- -	0·988
Londonderry and Coleraine	36 13	36 13	8,321	14,696	- -	43,379	- -	66,396	1·082	1·052	- -	1
Londonderry and Enniskillen	47 4	60 30	5,798	18,021	- -	71,992	- -	95,811	2	1·5	- -	1
Midland Great Western Railway of Ireland	126 36	126 36	22,875	58,673½	93,925½	31,656½	33	207,163½	1·846	1·459	0·817	0·666
Newry and Enniskillen	3 43	3 43	3,412½	6,855½	8,730½	5,674	- -	24,672½	1⅔	1¼	11/12	7/8
Newry, Warrenpoint, and Rostrevor	5 60	5 60	8,475	34,276	- -	45,836	- -	88,587	1 1/12	⅘	- -	⅔
Ulster	35 50	35 50	37,371	103,328	150,061	9,987	- -	300,747	1·64	1·24	0·81	1
Waterford and Kilkenny	28 35	29 5	3,216	11,051	- -	15,637	- -	29,904	1·857	1·414	- -	8·438
Waterford and Limerick	75 47	77 6	12,098½	35,611½	- -	48,640	- -	96,350	2	1½	- -	1
Waterford and Tramore	7 31	7 31	43,063	14,018	- -	19,730½	323	77,134½	·831	·812	- -	0·602
TOTAL (IRELAND)	843 43	897 29	485,676	1,536,107	405,941	1,357,835	2,407½	3,787,966½	- -	- -	- -	- -

IRELAND.

31st December 1854, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,371 15 4	4,895 9 1	4,872 15 8	234 14 11	342 10 0	12,717 5 0	1,264 17 1	7,186 8 7	21,168 10 8
1,315 4 10	3,593 2 11	- - -	- - -	619 16 4	5,528 4 1	172 4 0	1,113 11 10	6,813 19 11
492 14 10	1,946 7 7	- - -	954 9 9	- -	3,393 12 2	171 8 8	1,954 5 1	5,519 5 11
2,681 16 0	2,322 9 6	- - -	236 3 0	129 0 0	5,369 8 6	96 7 2	- - -	5,465 15 8
6,088 0 6	6,915 5 10	- - -	4,466 14 10	- -	17,470 1 2	3,416 3 11	4,662 11 11	25,548 17 0
6,706 8 0	8,233 19 8	- - -	9,470 13 2	- -	24,411 0 10	3,574 5 2	8,841 2 5	36,826 8 5
1,294 0 0	13,510 8 8	- - -	8,438 2 0	3,365 2 10	26,607 13 6	586 6 1	- - -	27,193 19 7
909 9 9	3,429 16 10	- - -	2,897 19 6	191 17 0	7,429 3 1	74 12 5	- - -	7,503 15 6
614 4 6	947 8 4	- - -	1,265 10 10	- -	2,827 3 8	1,201 14 5	2,966 19 5	6,995 17 6
24,163 19 3	27,507 10 7	- - -	33,314 14 4	- -	84,986 4 2	23,163 19 10	42,828 7 6	150,978 11 6
926 17 1	1,398 3 7	- - -	1,380 7 5	- -	3,705 8 1	398 6 8	2,037 6 1	6,141 0 10
1,676 17 1	1,301 1 2	- - -	1,549 4 2	- -	4,527 2 5	180 17 5	2,581 10 10	7,289 10 8
1,067 6 3	1,195 4 1	- - -	1,895 14 8	- -	*4,158 5 0	411 1 11	2,443 10 5	*7,012 17 4
964 5 10	1,631 14 3½	- - -	3,971 9 2½	- -	†6,567 9 4	1,028 3 10	6,912 18 1	†14,508 11 3
7,538 19 5	12,523 9 0	13,398 17 10	4,277 5 10	83 8 5	37,822 0 6	10,818 4 4	22,164 8 3	70,804 13 1
122 3 8	185 0 7½	163 17 2	82 14 11	- -	553 16 4½	49 6 0	225 3 1	828 5 5½
357 7 4	1,089 0 3	- - -	763 18 8	- -	2,210 6 3	46 7 11	80 17 4	2,337 11 6
4,203 13 4	7,676 4 4	6,040 6 5	672 7 3	- -	18,592 11 4	1,564 7 3	13,596 18 4	33,753 16 11
692 14 5	1,556 11 1	- - -	1,251 15 2	- -	3,501 0 8	267 12 3	2,236 11 10	6,005 4 9
2,677 16 9	5,205 13 5	- - -	4,071 10 0	- -	11,955 0 2	862 4 0	8,427 2 5	21,244 6 7
1,930 9 3	350 9 0	- - -	731 4 6	54 0 6	‡3,066 3 3	30 4 10	26 3 7	‡3,122 11 8
68,796 3 5	107,414 9 10	24,475 17 1	81,926 14 1½	4,785 15 1	287,398 19 6½	49,378 15 2	130,285 17 0	467,063 11 8½
Excess Fares, Tolls, &c. which cannot be classified				-	30 13 4	- - -	- - -	30 13 4
				£	287,429 12 10½		£	467,094 5 0½

* Exclusive of 17*l.* 19*s.* 6*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
† Exclusive of 10*l.* 5*s.* 8*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
‡ Exclusive of 2*l.* 8*s.* 2*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in *England* and *Wales*, *Scotland* and *Ireland*, respectively,

Period to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.						RECEIPTS
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers.	1st Class.
	Miles.	*Miles.*							£ s. d.
ENGLAND AND WALES.									
Half-year ended 31st Dec. 1853	5,744	5,811	5,883,755	17,893,333	8,292,929½	14,818,169½	7,230	46,895,417	1,279,950 0 5¼
Half-year ended 31st Dec. 1854	5,965	6,113	6,633,248	17,772,791½	9,043,706	16,899,762½	8,672	50,358,180	1,309,659 0 9¼
SCOTLAND.									
Half-year ended 31st Dec. 1853	978	996	670,889	1,056,757	660,839	3,815,796	1,775½	6,206,056½	109,580 3 3¼
Half-year ended 31st Dec. 1854	994	1,043	782,080	1,041,605	839,461½	4,027,811	2,199	6,693,156½	118,800 3 8¾
IRELAND.									
Half-year ended 31st Dec. 1853	787	834	476,384	1,684,592	3d Class and Parliamentary. 1,941,962½		1,932	4,104,870½	78,666 9 1
Half-year ended 31st Dec. 1854	844	897	485,676	1,536,107	1,763,776		2,407½	3,787,966½	68,796 3 5

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, during the

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.					RECEIPTS
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class and Parliamentary.	Holders of Periodical Tickets.	TOTAL Passengers.	1st Class.
	Miles.	*Miles.*						£ s. d.
Half-year ended 31st Dec. 1853	7,509	7,641	7,031,028	20,634,682	29,529,696½	10,937½	57,206,344	1,468,196 12 9½
Half-year ended 31st Dec. 1854	7,803	8,053	7,901,004	20,350,503½	32,574,517	13,278½	60,839,303	1,497,255 7 11

during the Half-year ended the 31st Dec. 1854, and during the corresponding Period in the previous Year.

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ENGLAND AND WALES.							
1,524,877 19 8½	361,906 13 5¼	869,969 11 5¼	53,653. 8.11	4,090,357 13 11¼ *9,622 14 9¾	439,318 14 8¼	3,862,915 3 0¾	8,402,214 6 6
1,598,645 5 10½	401,354 12 1¼	983,671 1 0¼	63,719.14.4½	4,357,049 14 1¾ *6,000 6 4½	466,032 8 9	4,429,366 14 2	9,258,449 3 5¼
SCOTLAND.							
99,114 15 0½	41,496 2 3½	151,486 19 10	3,907 1 5	405,585 1 10¼	48,687 1 5¾	517,470 11 7	971,742 14 11
95,037 14 1	40,934 17 7¾	172,205 6 1¼	4,828 3 7½	431,806 5 2¼	49,479 3 9¾	584,292 6 1	1,065,577 15 1
IRELAND.							
122,653 3 5	3d Class and Parliamentary. 110,003 19 2		4,500 11 9	315,824 3 5 *296 11 2	49,948 6 2	104,664 5 4	470,733 6 1
107,414 9 10	106,402 11 2½		4,785 15 1	287,398 19 6½ *30 13 4	49,378 15 2	130,285 17 0	467,094 5 0½

Half-year ended the 31st December 1854, and during the corresponding Period in the previous Year.

FROM PASSENGERS.				RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS' LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
2d Class.	3d Class and Parliamentary.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,746,645 18 2	1,534,863 6 2	62,061 2 1	4811,766 19 2½ *9,919 5 11¾	537,954 2 4	4,485,949 19 11¾	9,844,690 7 6
1,801,097 9 9½	1,704,568 8 1	73,333 13 1	5,076,254 18 10½ *6,030 19 8½	564,890 7 8¾	5,143,944 17 3	10,791,121 3 6¾

* Excess Fares, &c.

ENGLAND AND WALES.

SUPPLEMENT showing the Aggregate Number of Miles Travelled by each Class of Passengers, the Number of Passenger Trains and of Goods Trains respectively, and the Number of Miles Travelled by such Trains, during the Half-year ended the 31st December 1854.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1854.	Length of Line Open on 31 Dec. 1854.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M.Chs.	*M.Chs.*									
Aberdare	*See* "Taff Vale."										
Bedford	*See* "London and North-western."										
Birkenhead, Lancashire, and Cheshire Junction	32 70½	32 70½	1,104,719	3,060,123	52,905	1,335,404	5,553,151	125,120	55,300	4,416	1,896
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-western."										
Blackburn	*See* "Lancashire and Yorkshire."										
Blyth and Tyne	12 0	12 0	47,947	974,543	- - -	- - -	1,022,490	13,009	66,342	1,456	6,220
Bristol and Exeter (Including "Exeter and Crediton," and "SomersetCentral" Railways.)	111 42	123 70	3,034,621	11,272,185	- - -	5,021,128	19,327,934	209,132	83,116	6,894	1,257
Buckinghamshire	*See* "London and North-western."										
Chester and Holyhead (Including "Mold" Railway.)	105 42	105 42	2,648,983	3,019,587	1,606,802	1,505,198	8,780,570	248,137	151,174	5,617	3,315
Cockermouth and Workington	8 40	8 40	12,095	78,270	- - -	116,757	202,122	14,144	11,690	1,664	1,670
Colchester, Stour Valley, Sudbury, and Halstead	*See* "Eastern Counties."										
Dowlais (This is principally a mineral line.)	1 68	1 68	- - -	- - -	- - -	- - -	- - -	- -	6,280	- -	3,140
East Anglian	67 8	67 8	223,145	491,970	651,962	577,065	1,947,142	83,282¾	30,337¾	2,890	876
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket" Railways.)	481 37½	435 3½	10,370,126	18,598,328	9,497,364	23,041,909	61,507,722	1,228,551¾	1,008,172⅔	45,062	14,332
Eastern Union	*See* "Eastern Counties."										
East Lancashire	79 54½	79 54½	1,095,560	3,678,742	145,240	7,925,623	12,845,165	268,684	263,383	10,182	7,074
East Lincolnshire	*See* "Great Northern."										
East Suffolk (From the 4th to 31st December 1854.)	- -	13 62	2,332	9,935	8,867	2,995	24,129	2,133	Mixed trains	150	Nil
Exeter and Crediton	*See* "Bristol and Exeter."										
Furness	19 70	21 64	76,542	260,602	11,180	407,322	755,646	38,838	24,859	2,512	3,720
Gloucester and Dean Forest	*See* "Great Western."										
Great Northern (Including "East Lincolnshire.")	283 56½	283 56½	8,261,952	9,070,491	454,080	14,728,320	32,514,843	909,580	1,062,894	6,129	11,154
Great North of England, Clarence, and Hartlepool Junction	*See* "North Eastern."										
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross, and Gloucester" Railways.)	324 55	346 4	13,475,673	28,302,164	- - -	29,767,829	*71,545,666	1,282,118	416,861	37,072	8,366
Shrewsbury and Birmingham Section	29 34½	29 34½	576,492	1,658,234	- - -	2,400,982	4,635,708	77,090	62,825	2,658	2,094
Shrewsbury and Chester Section	57 60	57 60	696,042	1,817,501	- - -	1,515,369	4,028,912	121,429	108,725	2,823	3,106
Hartlepool Dock and Railway	*See* "North Eastern."										
Hereford, Ross, and Gloucester	*See* "Great Western."										
Hull and Holderness	17 40	17 40	81,266	135,171	881,754	318,681	1,416,872	23,796	6,624	1,322	368
Hull and Selby	*See* "North Eastern."										
Kendal and Windermere	10 24	10 24	152,176	213,976	- - -	93,721	459,873	18,443	3,768	2,306	628

* Including 1,634,044 miles travelled by Soldiers, and 11,575,170 miles travelled by Excursionists.

SUPPLEMENT, showing Aggregate Number of Miles Travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

RAILWAY COMPANY.	Length of Line Open on 30 June 1854.	Length of Line Open on 31 Dec. 1854.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," and portions of the "Sheffield, "Barnsley, and Wakefield" and "North Union" Railways.)	247 16	247 16	4,273,650	11,191,880	- -	24,411,237	39,876,767	817,213	803,554	45,360	36,038
(Preston and Wyre Section	29 4	29 4	475,081	955,667	- -	2,235,840	3,666,588	48,507	27,518	1,702	1,370
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	2,815,875	3,049,818	- -	5,047,674	10,913,367	218,465	314,957	2,876	3,544
Lancaster and Preston Junction	*See* "Lancaster and Carlisle."										
Leeds, Bradford, and Halifax Junction	- -	9 77	84,785	85,578	316,224	62,537	549,124	44,530	15,634	5,510	1,092
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	—	—	—	—	—	—	—	—	—
Liverpool, Crosby, and Southport	16 56	16 56	722,662	96,402	1,713,361	- -	2,532,425	39,247	5,024	4,092	314
Llanelly Railway and Dock	28 20	28 20	10,424	35,465	114,845	- -	160,734	11,232	17,745	624	1,014
Llynvi Valley (This line is not open for passengers, and no return of goods traffic has been received.)	17 51	17 51	—	—	—	—	—	—	—	—	—
London and North-western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley" and part of the North Union Railway.)	642 26¾	642 49¾	32,606,599	43,912,102	18,292,376	36,748,840	131,559,917	2,428,719	2,194,142	52,704	37,960
London and South-western	248 49	264 16	10,728,536½	22,090,730½	5,896,487¼	*10,639,989	49,355,743½	1,006,890½	333,590¼	60,224	15,244
London, Brighton, and South Coast	164 38	164 38	12,541,323	16,160,889	18,925,659	6,622,040	54,249,911	307,038	720,692	43,501	3,880
Lowestoft Railway and Harbour	*See* "Eastern Counties."										
Manchester and Southport	*See* "Lancashire and Yorkshire."										
Manchester, Buxton, Matlock, and Midlands Junction	11 42	11 42	88,122	185,032	23,245	190,260	486,659	19,976	7,744	No accnt.	No accnt.
Manchester, Sheffield, and Lincolnshire	169 25½	169 25½	1,188,959	2,923,839	2,231,053	9,066,316	15,410,167	493,740	363,315	29,783	9,765
Manchester, South Junction, and Altrincham	9 26	9 26	720,803¾	625,121¼	17,568	1,920,912	3,284,405½	51,056	- Nil -	6,382	Nil.
Maryport and Carlisle	28 28	28 28	103,454	369,977	311,533	491,340	1,276,304	37,996	53,796	1,355	2,148
Middlesbro' and Redcar	*See* "Stockton and Darlington."										
Middlesbrough and Guisbrough	*See* "Stockton and Darlington."										
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton" Railways.)	493 53	493 53	6,710,074	16,465,750	7,082,502	25,670,512	55,928,838	1,263,814	1,635,947	No accnt.	No accnt.
Mold	*See* "Chester and Holyhead."										
Monmouthshire Railway and Canal (Railway Traffic only.)	39 30	45 3	47,400	240,236	- -	1,647,518	1,935,154	51,888	196,960	4,074	10,700
Newcastle-upon-Tyne and Carlisle	78 21	78 21	275,987	948,223	1,591,535	1,607,024	4,422,769	114,261	265,999	3,112	4,527
Newmarket	*See* "Eastern Counties."										
Newport, Abergavenny, and Hereford (Worked by "London and North-western.")	33 62	33 62	151,288	507,841	723,480	- - -	1,382,609	55,838	34,714	1,371	862
Norfolk	*See* "Eastern Counties."										
Northern and Eastern	*See* "Eastern Counties."										
North Devon	- -	34 66	126,206	441,770	219,375	61,036	848,387	36,224	Mixed.	1,132	Nil.
North Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence and Hartlepool Junction" Railways.)	702 61½	702 61½	8,153,158	14,684,085	17,676,861	22,322,257	62,836,361	1,535,922	2,573,213	61,888	33,327
North Staffordshire	123 0½	123 0½	832,908	2,344,092	1,408,561	2,347,453	6,933,014	272,936	172,663	15,720	6,030
North Union	*See* "Lancashire and Yorkshire" and "London and North-western."										
North-western (Leased to the Midland Railway Company.)	46 24	46 24	213,846	719,747	- -	1,013,387	1,946,980	67,250	74,098	No accnt.	No accnt.
Oxford, Worcester, and Wolverhampton	92 69	93 57	960,748	2,500,623	- -	3,466,728	6,928,099	182,472	152,615	19,285	3,500
Preston and Longridge	6 40	6 40	3,070	11,072	4,424	215,045	233,611	10,205	4,095	785	630
Port Carlisle Dock and Railway	11 10	11 10	7,500½	24,950	- -	187,740½	220,191	9,945	Mixed Trains 898		Nil.
Royston and Hitchin	*See* "Eastern Counties."										

* Including 1,927,642½ miles travelled by Soldiers and Police.

SUPPLEMENT, showing Aggregate Number of Miles travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1854.	Length of Line Open on 31 Dec. 1854.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M. Chs.	*M. Chs.*									
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	209,967	126,775	- -	1,111,307	1,448,049	64,492	121,069	8,910	15,134
Saundersfoot Railway and Harbour (This line is a mere tramway, and is not open for passengers.)	7 0	7 0	—	—	—	—	—	—	—	—	—
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole	*See* "Lancashire and Yorkshire."										
Shrewsbury and Hereford	50 46	50 46	383,898½	1,013,918	754,969	464,666	2,617,451½	72,586	66,874	1,440	1,361
Shropshire Union Railway and Canal (Railway Traffic only.)	18 23	18 23	605,902	887,094	- - -	3,785,420	5,278,416	82,436	33,637	3,275	575
Somerset Central	*See* "Bristol and Exeter."										
South Devon	56 74	56 74	1,231,986¾	3,299,837½	- - -	4,233,677¾	8,765,502	133,895½	36,728	4,534	914
South-eastern (*See* "London and Greenwich" for separate Return of Traffic, and Mileage, although leased by "South-eastern" Railway Company.)	254 34½	254 34½	15,481,782	21,170,618	17,069,910	6,944,678	60,666,988	853,320	253,827	38,489	3,581
South Staffordshire	25 30	25 30	436,368	1,109,034	550,110	2,919,320	5,015,732	81,750	77,756	14,523	4,536
Stockton and Darlington (Including "Middlesbro' and Redcar," "Wear Valley" and "Middlesbrough and Guisbrough," Railways.)	99 70	99 70	261,943	2,038,969	385,895	5,551	2,692,358	100,018	Not known.	Not known.	
Taff Vale (Including "Aberdare.")	42 54	42 54	103,958	272,370	1,359,041	- - -	1,735,369	33,280	102,960	1,040	4,680
Vale of Neath	25 8	25 8	46,352½	229,077¾	2,084,904¾	- - -	2,360,335	28,908	27,410	1,047	913
Warrington and Stockport	10 68	10 68	115,488	- - -	- - -	638,558	754,046	21,435	Nil.	1,994	Nil.
Wear Valley	*See* "Stockton and Darlington."										
West Cornwall	25 8	25 8	117,832	323,691	- - -	1,061,018	1,502,541	37,180	19,332	1,388	1,560
West Hartlepool Harbour and Railway	45 0	45 0	69,575	478,780	19,623	519,255	1,087,233	39,240	148,120	3,000	5,911
West London	*See* "London and North-western."										
Whitehaven and Furness Junction	33 64	33 64	59,799	169,695	150,668	134,422	514,584	38,082	11,532	2,632	964
Whitehaven Junction	12 70½	12 70½	59,324	309,735	- - -	421,116	790,175	20,952	15,264	1,746	1,272
Wycombe	*See* "Great Western."			—	—	—	—	—	—	—	—
TOTAL	5716 25¾	5846 38¾	144,889,306½	254,638,201½	112,234,364	266,972,977¼	778,734,849¼	15,351,431¼	14,553,875¾	579,549	282,562

The following COMPANIES have not furnished complete RETURNS:

Ambergate, Nottingham, and Boston and Eastern Junction	19 60	19 60	- - -	- - -	No account	- - -	- - -	50,639	33,973	2,446	1,478
Bodmin and Wadebridge	14 56	14 56	- - -	- - -	No account	- - -	- - -	864	5,886	61	458
London and Blackwall	5 17	5 17	- - -	- - -	No account	- - -	- - -	81,907	Nil.	20,349	Nil.
London, Tilbury, and Southend Section	17 67	23 6	- - -	- - -	No account	- - -	- - -	72,104	6,848	5,064	296
London and Greenwich	3 60	3 60	- - -	- - -	69,979	- - -	69,979	81,592	Nil.	21,758	Nil.
North London	8 34½	8 34½	- - -	- - -	No account	- - -	- - -	226,328	40,939	20,078	3,998
North and South Western Junction	3 70	3 70	- - -	- - -	No account	- - -	- - -	22,584	6,260	2,418	1,565
South Wales	156 15	156 15	- - -	- - -	No account	- - -	- - -	295,108	177,471	3,071	3,037
South Yorkshire Railway and River Dun Company	19 29	31 10	- - -	- - -	No account	- - -	- - -	40,428	17,636	No accnt.	No accnt.
TOTAL	249 8½	266 8½	- - -	- - -	69,979	- - -	69,979	871,554	289,013	75,245	10,832

SCOTLAND.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of PASSENGERS, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains during the Half-year ended the 31st December 1854.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1854.	Length of Line Open on 31 Dec. 1854.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M.Chs.	*M. Chs.*									
Aberdeen (Including "Arbroath and Forfar.")	72 68	73 45	691,954½	896,687½	1,472,916½	1,091,041½	4,152,600	227,481½	99,300	5,888	3,480
Arbroath and Forfar	*See* "Aberdeen."										
Caledonian (Including "Glasgow, Barrhead, and Neilston Direct" "Glasgow, Paisley and Greenock," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness" Railways.)	193 20	193 20	6,961,435	1,372,150	- - -	28,744,069	37,077,654	604,842	756,703	No account.	
Caledonian and Dumbartonshire Junction	8 3	8 3	189,678	99,298	- - -	520,495	809,471	13,136	5,797	1,642	682
Deeside	16 16	16 16	163,364	- - -	- - -	637,025	800,389	19,381	5,403	1,160	322
Drumpeller	*See* "Forth and Clyde Navigation Company."										
Dundee and Arbroath	17 27½	17 27½	165,425	372,042	745,632	371,463	1,654,562	49,256	12,064	2,898	636
Dundee and Newtyle	*See* "Dundee and Perth and Aberdeen Railway Junction."										
Dundee and Perth and Aberdeen Railway Junction (Including "Dundee and Newtyle.")	31 13	31 13	213,076½	539,923½	389,037	1,623,784	2,765,821	53,352	47,180	3,276	2,596
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."										
Edinburgh and Glasgow (Including "Edinburgh and Bathgate" Railway.)	92 1¾	92 1¾	2,587,226	2,320,494	761,056½	7,011,839½	12,680,616	221,172	151,676	6,562	5,618
Edinburgh, Perth, and Dundee	72 5½	72 5½	692,154	1,160,092	2,098,637	2,133,644	6,084,527	142,679	150,802	16,128	10,902
Forth and Clyde Navigation Company (Owners of the Drumpeller Railway. Not open for passengers.)	1 28	1 28	—	—	—	—	—	—	—	—	—
General Terminus and Glasgow Harbour (This is not a Passenger Line.)	2 21½	2 21½	- - -	- - -	- - -	- - -	- - -	- -	863	- -	1,570
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."										
Great North of Scotland (For Goods from 12th Sept., for Passengers from 20th Sept. to 31st Dec. 1854.)	- -	39 35	157,737	- - -	480,718	244,264	882,719	22,575	12,403	577	314
Kilmarnock and Troon	*See* "Glasgow and South-western."										
Leven	- -	5 62	11,080	23,495	44,226	27,211	106,012	5,808	4,560	968	760
Monkland	35 72	35 72	13,024	72,246	239,729	- - -	324,999	12,480	No accnt.	1,560	No accnt.
Morayshire	5 72	5 72	11,526	51,072	112,476	20,820	195,894	11,736	Mixed trains	1,956	—
North British	147 74	147 74	1,833,910	3,091,236	1,654,869	3,993,296	10,573,311	281,663	219,451¾	14,856	6,471
St. Andrews	4 45	4 45	26,396	40,142	38,232	62,331	167,101	12,300	Mixed trains,	2,460	—
Scottish Central	50 17	50 17	960,188	1,016,875	101,637	2,607,941	4,686,641	89,838	117,085	2,122	2,614
Scottish Midland Junction	34 27	37 39	315,169	321,463	- - -	1,040,960	1,677,592	51,402¾	62,979½	1,541	2,003
Stirling and Dunfermline	24 50	24 50	75,447	17,757	415,022	206,374½	714,600½	31,437¾	27,445¼	2,486	3,009
TOTAL	810 1	859 7	15,068,790½	11,394,972¾	8,554,188	50,336,558½	85,354,509½	1,850,480½	1,673,712½	66,080	40,977

The under-mentioned COMPANY has not made a complete RETURN:

Glasgow and South-western (Including "Kilmarnock and Troon.")	184 23	184 23	- - -	- - -	- No account -		- - -	249,136	480,467	6,352	6,437
TOTAL	184 23	184 23	- - -	- - -	- - -	- - -	- - -	249,136	480,467	6,352	6,437

IRELAND.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of Passengers, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains, during the Half-year ended the 31st December 1854.

NAME OF RAILWAY COMPANY.	Length of Line Open on 30 June 1854.	Length of Line Open on 31 Dec. 1854.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Belfast and Ballymena	37 74	37 74	296,591	869,071	1,808,417	61,852	3,035,931	76,473	29,820	1,944	790
Belfast and County Down	16 63	16 63	355,112	1,373,896	- - -	- - -	1,729,008	41,430	2,016	6,092	168
Cork and Bandon	19 54	19 54	68,852	375,080	- - -	206,888	650,820	19,800	6,600	990	330
Cork, Blackrock, and Passage	6 23	6 23	643,632	743,192	- - -	226,704	1,613,528	32,625	Nil.	5,220	Nil.
Dublin and Belfast Junction	55 48	55 48	739,337	1,102,191	- - -	1,070,472	2,912,000	82,006	18,494	1,680	325
Dublin and Drogheda	62 17	62 17	858,419	1,317,437	- - -	2,130,898	4,306,754	124,954	13,196	5,313	500
Dublin and Wicklow	- -	16 22	133,298	672,944	- - -	929,714	1,735,956	38,016	Nil.	4,266	None.
Dundalk and Enniskillen	19 71	26 52	73,707	121,269	- - -	303,730	498,706	32,270	Mixed trains,	1,414	—
Great Southern and Western	188 40	203 68	3,094,495	4,641,979	- - -	8,007,635	15,744,109	284,316	126,752	2,376	1,336
Irish South-eastern	22 48	22 48	110,897	218,758	- - -	336,162	665,817	24,975	7,800	999	312
Killarney Junction	40 26	40 26	221,198	224,681	- - -	376,087	821,966	36,572	No account.	892	No account.
Londonderry and Coleraine	36 13	36 13	237,180	273,189	- - -	454,976	965,345	39,960	10,530	1,314	312
Londonderry and Enniskillen	47 4	60 30	115,715	261,074	- - -	953,150	1,329,939	80,352	26,190	714	234
Midland Great Western Railway of Ireland	126 36	126 36	980,175	2,058,893	3,932,615	1,540,461	8,512,144	172,132	80,353	1,719	904
Newry, Warrenpoint, and Rostrevor	5 60	5 60	77,702	319,070	- - -	275,016	671,788	25,408	None.	4,238	None.
Ulster	35 50	35 50	615,170	1,485,719	1,789,724	162,567	4,053,180	64,560	32,390	2,352	948
Waterford and Kilkenny	28 35	29 5	89,505	264,057	- - -	356,005	709,567	42,199	Mixed trains.	1,395	—
Waterford and Limerick	75 47	77 6	321,340	832,907	- - -	977,160	2,131,407	93,863	24,216	1,616	322
Waterford and Tramore	7 31	7 31	557,127	103,558	- - -	291,518	952,203	21,920	- -	1,437	—
TOTAL	832 20	886 6	9,589,452	17,258,965	7,530,756	18,660,995	53,040,168	1,333,831	378,357	45,971	6,481

The under-mentioned COMPANIES have not made complete RETURNS:

Dublin and Kingstown	7 60	7 60	- - -	- - -	No account	- - -	- - -	86,232	Nil.	14,372	—
Newry and Enniskillen	3 43	3 43	- - -	- - -	No account	- - -	- - -	8,157	Mixed Trains.	2,306	—
TOTAL	11 23	11 23	- - -	- - -	- - -	- - -	- - -	94,389	- -	16,678	—

JAMES BOOTH.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

RETURN

SHOWING THE

NUMBER of PASSENGERS conveyed on all the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, respectively, during the Half Year ended the 30th June 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97.; also, the Length of Railway open at the Commencement and at the Termination of the Half Year; together with a SUMMARY, comparing the Traffic with that in the corresponding Period in 1854; and a SUPPLEMENT showing the aggregate Number of Miles travelled by each Class of Passengers; the Number of Passenger Trains and of Goods Trains respectively; and the Number of Miles travelled by such Trains, during the above-mentioned Half Year.

Presented to both Houses of Parliament by Command of Her Majesty,
10*th August* 1855.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

2002

ENGLAND AND WALES.

RETURN, showing the NUMBER of PASSENGERS Conveyed on all the RAILWAYS in *England* and *Wales* during the Half-year Goods, &c.; compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97;

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS.						Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Aberdare	*See* "Taff Vale."											
Ambergate, Nottingham, and Boston and Eastern Junction (From the 1st January to the 31st March.)	19 60	19 60	1,747	3,555½	16,465½	7,162½	1	28,931½	3	2	1	1
Bedford	*See* "London and North-Western."											
Birkenhead, Lancashire, and Cheshire Junction	32 70½	32 70½	73,372	184,104	- -	74,626	97	332,199	2	1½	- -	1
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-Western."											
Blackburn	*See* "Lancashire and Yorkshire."											
Blyth and Tyne	12 0	12 0	3,920	29,932	84,521	- -	- -	118,373	1·77	1·84	·75	- -
Bodmin and Wadebridge	14 56	14 56	- -	- -	1,930	- -	- -	1,930	- -	- -	⅞	- -
Bristol and Exeter (Including "Exeter and Crediton," and "Somerset Central" Railways.)	123 70	123 70	61,573	360,655	- -	114,324	49	536,611	2·51	1·41	- -	·98
Buckinghamshire	*See* "London and North-Western."											
Chester and Holyhead (Including "Mold" Railway.)	105 42	105 42	42,214½	96,339½	86,729½	88,707½	19	314,010	2·07	1·27	1	1
Cockermouth and Workington	8 40	8 40	1,721	11,922	- -	16,403	9	30,055	3·73	2·24	- -	1
Colchester, Stour Valley, Sudbury, and Halstead	*See* "Eastern Counties."											
Dowlais (This is principally a mineral line.)	1 68	1 68	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
East Anglian	67 8	67 8	10,611	26,915	46,543	30,250	4	114,323	2·314	1·644	·995	·921
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket" Railways.)	495 3½	495 3½	312,757	692,951	549,358	715,975	422	2,271,463	2·045	1·530	·795	·824
Eastern Union	*See* "Eastern Counties."											
East Lancashire	79 54½	79 79½	70,748	372,128	4,707	649,348	139	1,097,070	1·93	1·52	·92	·75
East Lincolnshire	*See* "Great Northern."											
East Suffolk	13 62	13 62	1,895	5,701	7,634	2,698	- -	17,928	2·866	1·882	1·411	·792
Exeter and Crediton	*See* "Bristol and Exeter."											
Furness	21 64	21 64	4,171	15,496	518	53,753	68	74,006	1·99	1·81	1·47	·82
Gloucester and Dean Forest	*See* "Great Western."											
Great Northern (Including "East Lincolnshire," and "Ambergate, Nottingham, and Boston, and Eastern Junction," from 1st April to 30th June.)	283 56½	283 56½	174,865	328,366	23,161	338,460	105	864,957	2½	1¾	½	⅞

ENGLAND AND WALES.

ended the 30th June 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from also, the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
402 4 11	513 16 4¼	771 19 0	377 7 2¾	20 0 0	2,085 7 6	198 9 9	4,853 18 1	7,137 15 4
8,679 7 7	13,861 11 3	- - -	5,281 4 9	876 19 6	28,699 3 1	1,883 7 7	30,297 13 1	60,880 3 9
208 17 3	1,354 9 5	1,712 2 0	- - -	- - -	3,275 8 8	12 10 0	17,998 6 0	21,286 4 8
- - -	- - -	51 9 11	- - -	- - -	51 9 11	2 10 1	800 6 11	854 6 11
22,962 9 5	48,202 12 1	- - -	16,750 7 11	453 2 2	88,368 11 7	12,462 2 11	50,642 1 11	151,472 16 5
16,201 4 4	14,132 19 1	5,218 4 11	6,017 8 9	138 18 5	41,708 15 6	17,991 4 11	49,651 19 4	109,351 19 9
133 18 2	558 11 10	- - -	341 14 7	26 0 0	1,060 4 7	89 4 7	2,717 4 10	3,866 14 0
- - -	- - -	- - -	- - -	- - -	- - -	- - -	172 16 11	172 16 11
1,939 12 2	2,983 17 1	2,307 2 8	1,676 8 7	30 4 5	8,937 4 11	713 16 8	12,981 13 9	22,632 15 4
69,977 12 6	85,315 17 9	26,486 2 6	49,651 1 5	5,924 11 1	237,355 5 3	27,191 1 8	268,752 15 3	533,299 2 2
9,018 10 6½	20,207 16 10¼	244 4 1½	24,499 4 6¼	654 8 6	54,624 4 6½	3,559 3 3	76,368 1 3	134,551 9 0¼
217 11 8	422 13 1	400 11 9	90 10 5	- - -	1,131 6 11	61 5 7	761 5 7	1,953 18 1
266 18 3	807 11 9½	43 4 4	1,193 13 2½	43 1 5	2,354 9 0	0 7 0	18,173 6 10	20,528 2 10
71,533 16 4	54,926 18 7	797 8 11½	43,682 15 5½	2,012 18 8	172,953 18 0	24,231 11 0	299,027 10 7	496,212 19 7

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Great North of England, Clarence and Hartlepool Junction	*See* "North-Eastern."											
Great Western (Including "Wycombe," "Gloucester and Dean Forest," and "Hereford, Ross and Gloucester," Railways.)	346 4	363 44	355,155	1,232,623	- -	*599,645½	236	*2,187,659½	Exp. 2·625 Ord. 2·100	Exp. 1·837 Ord. 1·575	-	1
(Shrewsbury and Birmingham Section.)	29 34½	29 34½	22,823	90,324	72,203	- -	8	185,358	2·01	1·54	·90	- -
(Shrewsbury and Chester Section.)	57 60	57 60	30,209	97,747	79,848	- -	12	207,816	2·10	1·61	·92	- -
Hartlepool Dock and Railway	*See* "North-Eastern."											
Hereford, Ross, and Gloucester	*See* "Great Western."											
Hull and Holderness	17 40	17 40	5,825	2,819	893	53,166	23	62,726	1⅜	1⅛	⅞	¾
Hull and Selby	*See* "North-Eastern."											
Kendal and Windermere	10 24	10 24	10,030	10,010	- -	15,021	46	35,107	3½	2½	- -	1
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," and portions of the "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole," and "North Union" Railways.)	247 16	264 33	259,949	869,822	- -	1,771,591	277	2,901,639	2·04	1·53	- -	·887
(Preston and Wyre Section)	29 4	29 4	19,893	41,563	- -	69,544	31	131,031	2	1½	- -	¾
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	36,101	52,954	- -	148,135	- -	237,190	2⅜	1⅝	- -	1
Lancaster and Preston Junction	*See* "Lancaster and Carlisle."											
Leeds, Bradford, and Halifax Junction.	9 77	9 77	11,068	2,358	232,974	10,957	7	257,364	1·47	1·22	·7	·7
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Liverpool, Crosby, and Southport	16 56	16 56	114,888	666½	211,144½	- -	299	326,998	2	1½	1	- -
Llanelly Railway and Dock	28 20	28 20	764	2,011	7,925 ‡2,120	- -	48	12,868	2½	1¼	1⅓	- -
Llynvi Valley (This is not a passenger line.)	17 51	17 51	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
London and Blackwall (Traffic over the Blackwall Railway by	5 17	5 17	236,208½	1,203,664	- -	32,132	99	1,472,103½	Cannot be ascertained.			
Eastern Counties	- -	- -	16,323	88,421	- -	- -	- -	104,744	- -	- -	- -	- -
North London	- -	- -	220,112½	200,222	- -	774,486	- -	1,194,820½	- -	- -	- -	- -
London, Tilbury, and Southend Extension.)	- -	- -	44,652	39,330	- -	170,135	51	254,168	- -	- -	- -	- -
Total Traffic on and over the London and Blackwall Railway.	- -	- -	517,296	1,531,637	- -	976,753	150	3,025,836	- -	- -	- -	- -
London, Tilbury, and Southend Extension. Section of the "London and Blackwall" and "Eastern Counties" Railways.	23 6	37 31	60,666	71,247	- -	264,608	52	396,573	·954	·696	- -	·696
London and Greenwich (Leased by the "South-Eastern.")	3 60	3 60	162,349	286,718	689,763	16,983	176	1,155,989	2	1·50	1	·83
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley," and part of the "North Union" Railway.)	642 49¾	642 49¾	580,528½	1,423,746½	421,084	1,836,561½	972	4,262,892½	2·023	1·371	·659	·981
London and South-Western	264 16	264 16	549,699	1,302,914½	55,805	§256,371½	1,171	2,165,961	1·921	1·294	·300	·963 1·052
London, Brighton, and South Coast	164 38	164 38	577,480	736,461	1,012,853	205,695	1,300	2,533,789	2·01	1·42	·76	·96

* Including 51,323½ Soldiers, and 29,577 Excursion Train Passengers. ‡ Market Class. § Including 63,715 Soldiers and Police.

ended 30th June 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
124,056 14 10	165,091 11 1	- - -	†72,432 11 3	1,258 17 3	†362,839 14 5	43,471 13 0	215,522 12 9	†621,834 0 2
3,632 18 5	8,290 7 6	5,034 13 2	- - -	103 13 4	17,061 12 5	813 9 9	15,878 3 8	33,753 5 10
5,600 2 3	9,988 1 7	5,338 1 10	- - -	137 14 0	21,063 19 8	1,193 3 8	38,231 10 5	60,488 13 9
542 3 11	204 18 0	47 4 2½	2,032 11 3	47 3 9½	2,874 1 2	182 14 1½	1,896 18 10	4,953 14 1½
902 0 8	800 1 0	- - -	360 11 4	196 0 0	2,258 13 0	186 2 1	2,015 1 8	4,459 16 9
31,946 10 3	57,613 17 2	- - -	68,456 8 5	3,748 2 3	161,764 18 1	21,844 16 0	318,914 9 11	502,524 4 0
2,188 12 9¾	3,086 9 3¼	- - -	2,839 7 10¾	217 3 4	8,331 13 3¾	768 5 2	12,389 4 9	21,489 3 2¾
22,013 5 5	13,337 18 6	- - -	20,336 13 11	- - -	55,687 17 10	8,905 7 2	73,466 12 9	138,059 17 9
548 17 1	71 8 10	4,648 15 11	198 12 2	62 12 1	5,530 6 1	170 8 1	3,235 10 9	8,936 4 11
- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,878 7 2	1,878 7 2
4,142 1 1¾	87 4 2	4,661 5 5	- - -	2,517 10 3	11,408 0 11¾	371 17 6½	1,693 12 11	13,473 11 5½
87 1 3	149 9 9	{ 290 19 2 ‡ 90 3 7	- - -	36 0 0	653 13 9	- - -	5,409 6 4	6,063 0 1
- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,487 3 9	3,487 3 9
5,291 8 7	18,166 7 8½	- - -	229 16 10½	664 15 0	24,352 8 2	20 5 2	2,038 12 8	26,411 6 0
91 9 0	497 9 3	- - -	- - -	- - -	588 18 3	- - -	- - -	588 18 3
831 10 9¼	785 13 7½	- - -	2,890 9 9	- - -	4,507 14 1¾	- - -	- - -	4,507 14 1¾
593 13 7¾	354 14 10	- - -	1,598 2 11	112 7 2	2,658 18 6¾	- - -	- - -	2,658 18 6¾
6,808 2 0	19,804 5 5	- - -	4,718 9 6½	777 2 2	32,107 19 1½	20 5 2	2,038 12 8	34,166 16 11½
2,579 17 11	1,635 10 11	- - -	7,529 8 2	318 0 0	12,062 17 0	189 5 8	2,198 12 9	14,450 15 5
4,428 14 11	6,352 11 6	10,796 14 7	191 10 7	1,248 15 4	23,018 6 11	194 2 10	- - -	23,212 9 9
240,758 5 0½	200,542 18 4¾	45,242 18 10	126,829 10 11½	5,720 11 1	619,094 4 3¾	98,069 4 8	837,733 15 9	1,554,897 4 8¾
81,267 8 2½	99,292 12 11	3,717 13 4½	39,921 17 10¼	10,970 6 0	‖235,169 18 4¼	26,252 3 1	94,140 10 3	¶355,562 11 8¼
84,255 17 1	65,714 19 1	32,339 8 6	23,309 1 1	13,692 0 4	219,211 6 1	11,739 10 6	65,266 14 10	296,317 11 5

† Including 13,995*l.* 5*s.* 10*d.* receipts from Soldiers and 4,452*l.* 4*s.* 2*d.* receipts from Excursion Train Passengers.

‡ Market Class.

‖ Including 12,717*l.* 12*s.* 11½*d.* receipts from Soldiers and Police.

¶ Including 387*l.* 7*s.* 8*d.* receipts from Joint Traffic arrangement with Brighton Railway Company, and exclusive of 5,000*l.* returned by Company as "assumed proportion of Steam Company's earnings due to Railway," and 1,101*l.* 8*s.* 1¾*d.* as "Excess Fares and Special Trains;" the last-mentioned items are included in the amount of "Excess Fares," &c.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M.Chs.	*M.Chs.*							*d.*	*d.*	*d.*	*d.*
Lowestoft Railway and Harbour	*See* "Eastern Counties."											
Manchester and Southport	*See* "Lancashire and Yorkshire."											
Manchester, Buxton, Matlock, and Midlands Junction (Leased to the "Midland.")	11 42	11 42	5,228	15,246	1,521	18,371	- -	40,366	1·96	1·56	1	·94
Manchester, Sheffield, and Lincolnshire	169 25½	169 25½	87,734	209,490	102,698	739,317	88	1,139,327	2·305	1·763	1·274	·923
Manchester, South Junction, and Altrincham	9 26	9 26	115,750	90,324	1,725	315,478	826	524,103	1¼	1	¾	¾
Maryport and Carlisle	28 28	28 28	4,290	19,734	19,651	27,011	- -	70,686	3	2	1½	1
Middlesbro' and Redcar	*See* "Stockton and Darlington."											
Middlesbrough and Guisbrough	*See* "Stockton and Darlington."											
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton" Railways.)	493 53	493 53	253,417	742,501	419,799	1,571,217	210	2,987,144	2·24	1·54	·95	·93
Mold	*See* "Chester and Holyhead."											
Monmouthshire Railway and Canal (Railway Traffic only.)	45 3	45 43	8,220	32,655	- -	227,601	3	268,479	2·42	1·43	- -	15/16
Newcastle-upon-Tyne and Carlisle	78 21	78 21	9,101	58,237	107,051	103,469	23	277,881	2·5	1·8	1·25	1
Newmarket	*See* "Eastern Counties."											
Newport, Abergavenny, and Hereford	33 62	33 62	6,124	29,311	51,662	- -	- -	87,097	2	1⅝	1	- -
Norfolk	*See* "Eastern Counties."											
North and South Western Junction	3 70	3 70	9,414	32,990	- -	- -	- -	42,404	No Account.			- -
Northern and Eastern	*See* "Eastern Counties."											
North Devon Railway and Dock	34 66	34 66	4,890	24,581	13,952	- -	- -	43,423	2·54	1·51	·99	- -
North-Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence, and Hartlepool Junction" Railways.)	702 61½	704 39	247,823	715,024	1,434,078	* 559,895	892	2,957,712	2·47	1·49	·83	1 ·34
North London	8 34½	8 34½	357,923	910,382	- -	869,502	104	2,137,911	Cannot be ascertained.			
North Staffordshire	123 0½	123 0½	56,523	203,443	91,831	178,114	115	530,026	2½	1⅝	1¼	1
North Union	*See* "Lancashire and Yorkshire." and "London and North-Western."											
North-Western (Leased to the "Midland.")	46 24	46 24	7,585	58,731	- -	43,978	7	110,301	2·51	1·35	- -	·93
Oxford, Worcester, and Wolverhampton	93 57	93 57	49,630	240,157	242,631	- -	16	532,434	3	2	1	- -
Preston and Longridge	6 40	6 40	332	1,424	1,007	31,886	8	34,657	2	1½	1	1
Port Carlisle Dock and Railway	11 10	11 10	502	- -	- -	12,917	- -	13,419	1½	- -	- -	7/8 ½
Royston and Hitchin	*See* "Eastern Counties."											

* Including 45,129 Excursion Train Passengers.

ended 30th June 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
326 16 5	645 15 9	39 0 3	438 6 9	- - -	1,449 19 2	105 13 5	3,236 3 2	4,791 15 9
9,400 18 10	17,990 17 8	9,194 14 5	27,093 10 7	1,394 10 2	65,074 11 8	8,464 7 3	139,822 14 0	213,361 12 11
4,041 1 7	2,326 2 8½	43 17 0½	5,681 9 3¾	2,674 13 0	14,767 3 7¾	509 6 8	2,959 0 2	18,235 10 5¾
952 19 3	2,482 17 8	1,310 0 0½	1,818 16 0½	- - -	6,564 13 0	866 5 5	15,186 11 11	22,617 10 4
45,514 14 7	82,000 15 6	19,525 19 5	73,534 17 4	1,676 0 5	222,252 7 3	33,216 14 2	444,366 4 4	699,835 5 9
661 0 4	1,663 15 5	- - -	5,552 6 10	11 15 0	7,888 17 7	275 0 1	39,268 14 3	47,432 11 11
2,026 7 9	5,005 16 1	6,473 1 5	5,171 12 11	220 5 0	18,897 3 2	1,744 2 6	56,444 19 7	77,086 5 3
982 4 0	2,658 14 6	2,586 0 2	- - -	- - -	6,226 18 8	324 14 10	9,574 15 2	16,126 8 8
450 10 11	1,210 3 10	- - -	- - -	- - -	1,660 14 9	- - -	1,744 14 1	3,405 8 10
1,084 15 1	2,499 9 3	1,156 10 6	- - -	- - -	4,740 14 10	813 8 8	2,055 14 9	7,609 18 3
52,971 10 5	64,829 13 9	49,094 11 11	†55,251 0 5	3,805 8 2	‡225,952 4 8	43,774 12 3	500,732 0 1	770,458 17 0
8,664 15 6	14,968 15 6	- - -	12,977 2 3	464 12 6	37,075 5 9	- - -	18,355 5 7	55,430 11 4
7,078 17 3	15,383 19 5	4,667 3 11	7,502 17 8	478 1 1	35,110 19 4	2,020 17 1	58,205 5 7	95,337 2 0
1,014 5 4	3,001 13 11	- - -	1,769 11 3	12 8 0	5,797 18 6	582 5 0	17,699 14 9	24,079 18 3
7,707 2 6	17,789 16 2	10,783 8 6	- - -	127 11 0	36,407 18 2	2,310 4 1	39,592 5 9	78,310 8 0
16 1 6	42 18 11	24 5 9½	673 9 6	13 2 6	769 18 2½	10 4 5	742 0 7	1,522 3 2½
47 13 8	- - -	- - -	373 6 8	- - -	421 0 4	28 2 5	835 0 3	1,284 3 0

† Including 3,024*l.* 16*s.* 3*d.* receipts from Excursion Train Passengers.
‡ Exclusive of 1,392*l.* 5*s.* 2*d.* returned by Company as "Excess Fares" and included in amount of "Excess Fares," &c.

RETURN showing the Number of Passengers Conveyed on all the Railways in *England* and *Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	36,406	41,537	- -	166,882	109	244,934	1½	1¼	- -	1
Saundersfoot Railway and Harbour (This line is a mere tramway, and is not open for passengers.)	7 0	7 0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole - - -	*See* "Lancashire and Yorkshire."											
Shrewsbury and Hereford -	50 46	50 46	10,106	51,501	14,361	35,225	5	111,198	2	1½	1	1
Shropshire Union Railway and Canal - - - (Railway traffic only.)	18 28	18 28	8,347½	36,466½	- -	29,702½	- -	74,516½	1¾	1¼	- -	¾
Somerset Central - -	*See* "Bristol and Exeter."											
South Devon - - -	56 74	56 74	43,807	175,369	- -	166,897	20	386,093	2·268	1·387	- -	·874
South-Eastern - - - (*See* "London and Greenwich" for separate Return of Traffic and Mileage, although leased by the "South-Eastern.")	254 34½	254 34½	443,444	846,069	1,139,500	256,751	992	2,686,756	2·04	1·24	·72	·93
South Staffordshire - -	25 30	25 30	43,323	113,216	98,716	254,448	- -	509,703	1¾	1¼	1	⅞
South Wales - - -	156 15	156 15	31,248	131,295	320,331	‡3,315	- -	486,189	Exp. 2·625 Ret. 4·53 Ord. 2·100 Ret. 3·63	Exp 1·837 Ret. 3·18 Ord. 1·575 Ret. 2·73	1	1
South Yorkshire Railway and River Dun Company.	31 10	31 10	4,441	19,719½	51,861	40,682½	- -	116,704	3	2	1	1
Stockton and Darlington - - (Including "Middlesbro' and Redcar," "Wear Valley," and "Middlesbrough and Guisbrough" Railways.)	99 70	99 70	29,845	196,802	28,746	775	- -	256,168	1·693	1·294	·642	·956
Taff Vale - - - (Including "Aberdare.")	42 54	42 54	6,730	23,192	113,081	- -	17	143,020	2	1½	1	- -
Vale of Neath - - -	25 8	25 8	3,265	15,921	¶138,277	- -	- -	157,463	2·05	1·31	·92	- -
Warrington and Stockport - -	10 68	10 68	12,962	- -	- -	62,353½	38	75,353½	1½	- -	- -	1
Wear Valley - - -	*See* "Stockton and Darlington."											
West Cornwall - - -	25 8	27 42	6,870	21,401	109,692	- -	- -	137,963	2·30	1·60	1	- -
West Hartlepool Harbour and Railway - - -	45 0	45 0	6,035	41,967	776	36,372	25	85,175	1·919	1·410	1·003	·767
West London - - -	*See* "London and North-Western."											
Whitehaven and Furness Junction	33 64	33 64	3,515	14,471	11,970	8,929	- -	38,885	2	1¾	1½	1
Whitehaven Junction -	12 70½	12 70½	5,991	38,925	- -	44,977	106	89,999	2·4	1·6	- -	·81
Wycombe - - -	*See* "Great Western."											
TOTAL (ENGLAND and WALES)	6,112 47¼	6,166 45¾	5,995,139½	15,035,768½	8,123,096½	14,122,814	9,325	43,286,143½	- -	- -	- -	- -

‡ Soldiers. ¶ Including 140 Soldiers.

ended 30th June 1855, distinguished in the different Classes, and the Receipts from each Class, and from Goods, &c.—*continued.*

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,148 0 8	594 6 10	- - -	2,652 4 0	235 19 9	4,630 11 3	243 11 11	19,939 0 7	24,813 3 9
- - -	- - -	- - -	- - -	- - -	- - -	- - -	157 7 2½	157 7 2½
2,253 16 8¾	5,659 5 7¼	1,365 4 3	2,202 4 1	56 11 0	11,537 1 8	1,332 2 4½	14,137 7 4	27,006 11 4½
1,381 15 3¾	3,435 18 7¾	- - -	1,140 18 9¼	- - -	5,958 12 8¾	2,033 10 10½	12,709 10 1	20,701 13 8¼
8,603 5 10½	15,217 16 4½	- - -	13,746 5 8½	60 7 2	37,627 15 1½	7,224 10 6½	13,015 14 8	57,868 0 4
97,897 10 10	81,139 5 6	37,393 17 5	23,236 15 10	13,192 13 5	*252,860 3 0	†23,096 15 9	94,937 10 4	*†370,894 9 1
2,588 15 1	4,600 9 2	1,598 6 11½	8,074 18 10	- - -	16,862 10 0½	851 1 9	21,284 13 2	38,998 4 11½
9,557 18 0	16,223 17 0	21,202 15 7½	§ 1,168 17 4	- - -	48,153 7 11½	13,933 4 7	67,968 2 11	‖130,054 15 5½
376 3 5	1,058 3 11¾	1,693 16 3½	1,174 18 10½	- - -	4,303 2 6¾	164 8 6	17,110 6 9½	21,577 17 10¼
2,281 7 6½	8,760 15 11	860 6 6½	44 1 6	- - -	11,946 11 6	1,507 15 10½	134,453 19 3½	147,908 6 8
801 17 0	1,510 4 11	5,176 10 1	- - -	109 14 0	7,598 6 0	250 0 0	81,007 13 9	88,855 19 9
309 15 10	929 6 7	4,933 1 5	- - -	- - -	** 6,172 3 10	237 12 8	15,817 7 8	**22,227 4 2
510 4 3	- - -	- - -	1,617 7 2	62 16 8	2,190 8 1	54 17 2	- - -	2,245 5 3
839 15 3	1,488 0 0	3,495 13 7	- - -	- - -	5,823 8 10	472 15 11	8,257 12 2	14,553 16 11
487 17 11	2,343 15 1	40 7 6	1,570 16 10	77 11 8	4,520 9 0	144 12 11	48,938 15 3	53,603 17 2
388 11 0	1,023 3 9	819 19 7	477 12 1	- - -	2,709 6 5	385 4 9	3,815 11 6	6,910 2 8
433 5 9	1,777 4 6	- - -	1,288 16 0	119 15 0	3,619 1 3	279 8 1	3,946 18 2	7,845 7 6
1,090,102 11 8½	1,275,616 0 1¾	333,719 1 4½	774,952 15 9½	76,025 10 10½	3,550,415 19 10¾	450,026 15 5	4,436,914 17 1½	8,437,357 12 5¼
Excess Fares, Tolls, &c., which cannot be classified - - -					13,036 7 9¼	- - -	- - -	13,036 7 9¼
				£	3,563,452 7 8		£	8,450,394 0 2½

* Exclusive of 4,604*l.* 8*s.* 2*d.* returned by Company as "Receipts from other Companies," and included in amount of "Excess Fares," &c.
† Exclusive of 770*l.* 18*s.* 2*d.* returned by Company as Receipts from Expresses and included in amount of "Excess Fares," &c.
§ Receipts from Soldiers.
‖ Exclusive of 152*l.* 5*s.* 3½*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
** Exclusive of 15*l.* 2*s.* 10*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.

SCOTLAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Scotland* during the Half-year ended the compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also,

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers.	Average Fare per Mile. 1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Aberdeen (Including "Arbroath and Forfar.")	73 45	73 45	21,858½	33,696½	116,323	55,434½	91	227,403½	2	1½	1⅛	1
Arbroath and Forfar	*See* "Aberdeen."											
Caledonian (Including "Glasgow, Barrhead, and Neilston Direct," and half of "Glasgow, and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," and "Wishaw and Coltness" and "Lanark Junction" Railways.)	193 20	196 64	260,461	61,967	- -	1,535,360	179	1,857,967	·925	1·433	- -	·486
Caledonian and Dumbartonshire Junction	8 3	8 3	26,196	12,817	- -	91,730	6	130,749	2	1½	- -	1
Deeside	16 16	16 16	9,438	- -	- -	57,757	165	67,360	1½	- -	- -	1
Drumpeller	*See* "Forth and Clyde Navigation Company."											
Dundee and Arbroath	17 27¼	17 27¼	17,418	45,988½	97,239	41,411	584	202,640½	1·72	1·40	·95	·87
Dundee and Newtyle	*See* "Dundee and Perth and Aberdeen Junction											
Dundee and Perth and Aberdeen Junction (Including "Dundee and Newtyle.")	31 13	31 13	7,821	20,785	31,369	69,052	154	129,181	1·75	1·29	1·14	1
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."											
Edinburgh and Glasgow (Including "Edinburgh and Bathgate.")	92 1¾	92 1¾	79,997	74,587	29,813	334,506	126	519,029	1·206	·864	·926	·450
Edinburgh, Perth, and Dundee	72 5½	72 5½	44,589	94,664	189,181	210,964	69	539,467	2¼	2	1¼	1
Elgin	4 40	4 40	- -	5,179	- -	- -	1	5,180	- -	1·14	- -	- -
Forth and Clyde Navigation Company (Owners of the "Drumpeller Railway." Not open for passengers.)	1 28	1 28	-	- -	- -	- -	- -	- -	- -	- -	- -	- -
General Terminus and Glasgow Harbour (This is not a passenger line.)	2 21½	2 21½	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Glasgow and South-Western (Including "Kilmarnock and Troon" and half of "Glasgow and Paisley Joint.")	184 23	184 23	46,694	263,697	- -	326,408	225	637,024	No Account.		- -	- -
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."											
Great North of Scotland	39 35	39 35	13,072	- -	79,793	19,544	55	112,464	1¾	- -	1¼	1
Kilmarnock and Troon	*See* "Glasgow and South-Western."											
Lanark Junction	*See* "Caledonian."											
Leven	5 62	5 62	1,585	5,147	8,941	6,477	- -	22,150	2¼	2	1¼	1
Monkland	35 72	35 72	3,455	- -	30,752	- -	- -	34,207	2	- -	1	- -
Morayshire	5 72	5 72	1,089	525	17,563	5,700	- -	24,877	1·60	1·21	·91	·66
North British	147 74	147 74	68,749	144,314½	53,805½	253,977	230	521,076	2·12	1·46	1·10	·91
St. Andrew's	4 45	4 45	2,937	6,788	5,789	10,712	- -	26,226	2¼	2	1¼	1
Scottish Central	50 17	50 17	41,311½	48,465	23,100	125,215½	21	238,113	2½	1¾	1	1
Scottish Midland Junction	37 39	37 39	13,365	13,217	- -	83,204	45	109,831	2	1½	- -	1
Stirling and Dunfermline	24 50	24 50	7,407½	1,692	35,531½	15,837	9	60,477	2¼	1¾	1¼	1
TOTAL (SCOTLAND)	1,047 70	1,051 34	667,443½	833,529½	719,200	3,243,289	1,960	5,465,422	- -	- -	- -	- -

SCOTLAND.

30th June 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.																		RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.			RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.			TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
1st Class.			2d Class.			3d Class.			Parliamentary Class.			Holders of Periodical Tickets.			Total Receipts from Passengers.											
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
4,095	17	11¾	4,017	5	11¾	5,441	5	0¼	3,316	19	6	290	5	2	17,161	13	7¾	4,215	19	9¾	32,164	11	0	53,542	4	5½
31,399	19	0¾	6,076	5	5	-	-	-	55,494	18	6½	905	8	5	93,876	11	5¼	17,152	16	2	179,506	14	8¾	290,536	2	4
756	14	8¾	391	14	1¾	-	-	-	1,455	14	8¾	22	11	8	2,626	15	3¼	118	17	1½	2,562	2	3	5,307	14	7¾
491	8	1	-	-	-	-	-	-	1,758	14	1	191	11	3	2,441	13	5	191	15	1	2,525	2	7½	5,158	11	1½
901	7	10¼	1,521	17	1¼	2,594	10	5	1,054	13	0¼	585	5	9	6,657	14	1¾	1,064	7	3	4,939	3	1¼	12,661	4	6
767	2	9¾	1,263	18	6	1,076	14	7¼	2,678	16	5	147	12	4	5,934	4	8	1,664	4	10	15,072	4	11	22,670	14	5
13,323	1	2¾	7,771	7	5½	2,038	11	1	15,996	8	7¾	693	5	4	39,822	13	9	4,536	18	6½	65,992	15	8	110,352	7	11½
4,795	13	4	7,367	17	9	8,725	4	10	7,360	4	0	416	10	2	28,665	10	1	2,980	11	0	44,109	9	3	75,755	10	4
-	-	-	99	17	4	-	-	-	-	-	-	2	11	0	102	8	4	-	-	-	1,191	1	4½	1,293	9	8½
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	954	7	5	954	7	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,925	11	11	3,925	11	11
6,402	17	5	19,190	11	1	-	-	-	18,361	8	7	1,258	8	0	45,213	5	1	4,453	14	7	94,238	19	0	143,905	18	8
1,638	12	6½	-	-	-	4,269	19	6	1,105	2	7	85	8	2	7,099	2	9½	810	5	1½	11,079	9	6½	18,988	17	5½
89	17	2¼	230	1	4½	272	13	6½	124	9	3¾	-	-	-	717	1	5	45	19	3	826	19	6	1,590	0	2
104	12	6	-	-	-	977	17	0	-	-	-	-	-	-	1,082	9	6	-	-	-	28,940	0	4	30,022	9	10
43	3	0	15	18	1	402	18	5	95	0	0	-	-	-	556	19	6	-	-	-	562	7	7	1,119	7	1
11,135	10	3	13,875	10	9¾	5,559	5	11	11,702	0	2¾	767	18	7	43,040	5	9½	3,233	12	1½	73,674	16	5	119,948	14	4
148	1	2	223	5	8	140	4	10	195	6	10	-	-	-	706	18	6	67	16	9	670	12	11	1,445	8	2
6,603	12	4¾	5,032	15	6½	294	7	10½	7,983	17	0½	103	3	0	20,017	15	10¼	4,625	1	10¾	37,433	16	5	62,076	14	2
1,717	19	11¼	1,290	6	11	-	-	-	3,614	19	3½	27	12	3	6,650	18	4¾	1,563	4	1¾	15,792	8	7	24,006	11	1½
599	15	2	110	7	5½	1,457	7	5¾	776	19	10¾	29	13	0	2,974	3	0	134	5	3½	9,486	10	2	12,594	18	5½
85,015	6	7¾	68,479	0	7½	33,251	0	6¼	133,075	12	8½	5,527	4	1	325,348	4	7	46,859	8	11¾	625,649	4	8½	997,856	18	3¼

IRELAND.

RETURN showing the NUMBER of PASSENGERS conveyed on all the RAILWAYS in *Ireland* during the Half-year ended the compiled from Returns made in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also,

NAME OF RAILWAY COMPANY.	Length Open on 31 Dec. 1854.	Length Open on 30 June 1855.	NUMBER OF PASSENGERS.						Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Passengers.	1st Class.	2d Class.	3d Class.	Parliamentary Class.
	M. Chs.	*M. Chs.*							*d.*	*d.*	*d.*	*d.*
Belfast and Ballymena	37 74	37 74	15,463	42,270	130,331	3,782	231	192,077	1½	1	½ 1/81	1
Belfast and County Down	16 63	16 63	37,965	152,174	- -	- -	446	190,585	1·06	·70	- -	- -
Cork and Bandon	19 54	19 54	3,312	19,749	- -	21,093	- -	44,154	1⅔	1 3/10	- -	⅘
Cork, Blackrock, and Passage	6 23	6 23	86,055½	112,005	- -	41,596	58	239,714½	1	¾	- -	¼
Dublin and Belfast Junction	55 48	55 48	17,904	27,393	40,789	- -	- -	86,086	1·874	1·599	1·005	- -
Dublin and Drogheda	62 17	62 17	34,464	69,447	145,878	- -	- -	249,789	1⅞	1½	1 5/16	- -
Dublin and Kingstown	7 60	7 60	28,976	403,993	- -	374,033	1,282	808,284	1½	1	- -	¾
Dublin and Wicklow	16 22	16 22	11,834	41,158½	78,379½	- -	65	131,437	1·636	1·239	·765	- -
Dundalk and Enniskillen	26 52	26 52	3,916	6,837	- -	20,265	- -	31,018	2	1·555	- -	1
Great Southern and Western	203 68	203 68	36,671	90,682	- -	164,173	- -	291,526	2·081	1·555	- -	·995
Irish South-Eastern	22 48	22 48	4,228	12,206	- -	14,730	- -	31,164	2·187	1·627	- -	·987
Killarney Junction	40 26	40 26	2,051	3,543	- -	15,413	- -	21,007	2·100	1·598	- -	·982
Londonderry and Coleraine	36 13	36 13	4,455	8,604	34,177	- -	1	47,237	1·818	1·454	·97	- -
Londonderry and Enniskillen	60 30	60 30	4,737	16,261	68,183	- -	- -	89,181	2	1·5	1	- -
Midland Great Western of Ireland	126 36	126 36	19,422	56,184½	11,550½	79,461	24½	166,642½	1·858	1·472	·475	·953
Newry and Enniskillen	3 43	3 43	3,121	7,312	11,379	393	- -	22,205	1⅔	1¼	11/12	⅞
Newry, Warrenpoint, and Rostrevor	5 60	5 60	5,929	16,960	20,204	- -	7	43,100	1⅝	¾	⅝	- -
Ulster	35 50	35 50	31,576	86,624	110,984	15,430	- -	244,614	1·64	1·24	·81	1
Waterford and Kilkenny	29 5	29 5	2,866	11,337	6,847	- -	- -	21,050	2	1½	1	- -
Waterford and Limerick	77 6	77 6	10,731½	40,578⅓	- -	34,782⅔	- -	86,092½	2	1½	- -	1
Waterford and Tramore	7 31	7 31	13,551	6,547	- -	6,511½	11	26,620½	·836	·649	- -	·799
TOTAL (IRELAND)	897 29	897 29	379,228	1,231,865½	658,702	791,663	2,125½	3,063,584	- -	- -	- -	- -

IRELAND.

30th June 1855, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	Total Receipts from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,994 7 6	4,155 9 6	4,114 5 7	197 0 1	310 19 4	10,772 2 0	1,245 4 7	7,757 9 7	19,774 16 2
1,123 9 9	3,291 0 3	- - -	- - -	553 3 9	4,967 13 9	192 13 2	1,111 7 2	6,271 14 1
332 4 11	1,744 13 1	- - -	1,069 10 4	- -	3,146 8 4	235 10 9	2,395 14 11	5,777 14 0
2,036 14 2	1,567 7 10	- - -	134 12 7	273 10 0	4,012 4 7	84 5 6	- - -	4,096 10 1
5,504 15 11	5,492 4 11	4,099 6 11	- - -	- -	15,096 7 9	2,971 1 2	7,017 8 9	25,084 17 8
6,227 14 9	7,214 17 3	8,265 9 1	- - -	- -	21,708 1 1	449 8 1½	9,252 7 1	31,409 16 3½
1,004 7 6	9,333 19 4	- - -	6,481 14 6	4,024 6 10	20,844 8 2	584 6 5	- - -	21,428 14 7
817 16 11	2,216 2 2	2,525 4 0	- - -	306 6 9	5,865 9 10	90 17 4	- - -	5,956 7 2
690 8 10	843 12 8	- - -	1,166 11 10	- -	2,700 13 4	1,405 3 1	3,454 4 4	7,560 0 9
21,125 19 6	28,401 2 6	- - -	31,413 0 4	- -	80,940 2 4	23,242 2 6	52,300 9 1	156,482 1
849 2 0	1,603 8 10	- - -	1,105 19 10	- -	3,558 10 8	374 17 2	2,295 17 7	6,229 5
691 18 6	791 16 6	- - -	1,412 8 7	- -	2,896 3 7	271 17 0	2,888 6 8	6,056 7 3
603 8 11	766 0 2	1,618 15 5	- - -	1 3 9	*2,989 8 3	418 15 8	2,773 7 10	*6,181 11 9
740 10 7	1,393 7 6	3,562 19 0	- - -	- -	5,696 17 1	1,081 9 9	7,513 9 3	14,291 16 1
6,471 5 6	11,373 6 2	1,334 9 6	13,184 11 6	80 3 11	32,443 16 7	10,037 11 6	23,727 11 9	66,208 19 10
112 11 4	203 9 11½	211 19 3	5 14 7½	- -	533 15 2	66 5 10	712 13 0	1,312 14 0
258 18 0	558 18 4	336 14 1	- - -	12 10 0	†1,167 0 5	50 15 11	86 2 7	†1,303 18 11
3,475 13 1	6,291 2 5	4,664 13 6	1,045 14 11	- -	15,477 3 11	1,566 16 6	14,331 17 11	31,375 18 4
707 18 9	1,617 0 11	595 1 3	- - -	- -	‡2,920 0 11	361 3 6	2,836 12 4	‡6,117 16 9
2,277 12 5½	5,533 12 2	- - -	3,048 19 8	- -	§10,860 4 3½	802 12 6½	9,769 11 0½	§21,432 7 10½
622 12 0	265 12 5	- - -	162 15 9	76 0 0	‖1,127 0 2	25 15 11	77 6 7	‖1,230 2 8
57,669 10 10½	94,658 4 10½	31,328 17 7	60,428 14 6½	5,638 4 4	249,723 12 2½	45,558 13 11	150,301 17 5½	445,584 3 7
Excess Fares, Tolls, &c. which cannot be classified				-	213 19 4½	- - -	- - -	213 19 4½
				£	249,937 11 7		£	445,698 2 11½

* Exclusive of 54*l.* 1*s.* 1*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
† Exclusive of 22*l.* 0*s.* 3*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
‡ Exclusive of 16*l.* 8*s.* 1*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
§ Exclusive of 120*l.* 17*s.* 9½*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.
‖ Exclusive of 0*l.* 12*s.* 2*d.* returned by Company as "Excess Fares," and included in amount of "Excess Fares," &c.

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in *England* and *Wales*, *Scotland* and *Ireland*, respectively

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.						RECEIPTS
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers.	1st Class.
	Miles.	*Miles.*							£ s. d.
ENGLAND AND WALES.									
Half-year ended 30th June 1854	5,811	5,965	5,615,819½	15,512,133	9,763,290	11,087,121½	9,605	41,987,969	1,106,084 6 2½
Half-year ended 30th June 1855	6,113	6,167	5,995,139½	15,035,768½	8,123,096½	14,122,814	9,325	43,286,143½	1,090,102 11 8½
SCOTLAND.									
Half-year ended 30th June 1854	995	994	563,189	854,067	576,813½	3,260,464	1,698	5,256,231½	83,479 12 4¾
Half-year ended 30th June 1855	1,048	1,051	667,443½	833,529½	719,200	3,243,289	1,960	5,465,422	85,015 6 7¾
IRELAND.									
Half-year ended 30th June 1854	834	843	437,449	1,213,951½	334,846½	1,134,995½	1,961	3,123,203½	51,637 9 11½
Half-year ended 30th June 1855	897	897	379,228	1,231,865½	658,702	791,663	2,125½	3,063,584	57,669 10 10½

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, during the

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.						RECEIPTS
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL Passengers.	1st Class.
	Miles.	*Miles.*							£ s. d.
Half-year ended 30th June 1854	7,640	7,803	6,616,457½	17,580,151½	10,674,950	15,482,581	13,264	50,367,404	1,241,201 8 6¾
Half-year ended 30th June 1855	8,058	8,115	7,041,811	17,101,163½	9,500,998½	18,157,766	13,410½	51,815,149½	1,232,787 9 2¾

during the Half-year ended the 30th June 1855, and during the corresponding Period in the previous Year.

FROM PASSENGERS.					RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
2d Class.	3d Class.	Parliamentary Class.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ENGLAND AND WALES.							
1,304,547 7 9¼	385,083 6 7¾	655,613 5 6½	71,186 2 5¼	3,522,514 8 7¼ *10,837 17 11	413,225 2 8	4,137,898 10 6	8,084,475 19 8¼
1,275,616 0 1¾	333,719 1 4½	774,952 15 9½	76,025 10 10½	3,550,415 19 10¾ *13,036 7 9¼	450,026 15 5	4,436,914 17 1½	8,450,394 0 2½
SCOTLAND.							
75,174 3 9¼	28,610 14 6	132,237 10 3¼	5,564 11 11¼	325,066 12 10½	44,312 13 1¼	563,364 16 0	932,744 1 11¾
68,479 0 7½	33,251 0 6¼	133,075 12 8½	5,527 4 1	325,348 4 7	46,859 8 11¾	625,649 4 8½	997,856 18 3¼
IRELAND.							
83,727 2 3	22,134 17 3	71,216 18 11¾	5,494 18 1	234,211 6 6¼ *30 14 6½	47,578 14 0¼	125,562 8 7½	407,383 3 8½
94,658 4 10½	31,328 17 7	60,428 14 6½	5,638 4 4	249,723 12 2½ *213 19 4½	45,558 13 11	150,301 17 5½	445,798 2 11½

Half-year ended the 30th June 1855, and during the corresponding Period in the previous Year.

FROM PASSENGERS.				RECEIPTS FROM HORSES, CARRIAGES, PASSENGERS LUGGAGE, PARCELS, AND MAILS.	RECEIPTS FROM GENERAL MERCHANDISE, CATTLE, MINERALS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
2d Class.	3d Class and Parliamentary.	Holders of Periodical Tickets.	TOTAL RECEIPTS from Passengers.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,463,448 13 9½	435,828 18 4¾	859,067 14 9½	82,245 12 5½	4,081,792 8 0 *10,868 12 5½	505,116 9 9½	4,826,825 15 1½	9,424,603 5 4½
1,438,753 5 7¾	398,298 19 5¾	968,457 3 0½	87,190 19 3½	4,125,487 16 8¼ *13,250 7 1¾	542,444 18 3¾	5,212,865 19 3½	9,894,049 1 5¼

* Excess Fares, &c.

ENGLAND AND WALES.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of PASSENGERS, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains, during the Half-year ended the 30th June 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1854.	Length of Line Open on 30 June 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M.Chs.	*M.Chs.*									
Aberdare	*See* "Taff Vale."										
Bedford	*See* "London and North-Western."										
Birkenhead, Lancashire, and Cheshire Junction	32 70½	32 70½	1,013,738	2,555,199	- - -	1,114,450	4,683,387	122,272	68,057	4,706	2,028
Birmingham, Wolverhampton, and Stour Valley	*See* "London and North-Western."										
Blackburn	*See* "Lancashire and Yorkshire."										
Blyth and Tyne	12 0	12 0	28,261	176,671	548,621	- - -	753,553	12,428	58,686	1,252	5,256
Bristol and Exeter (Including "Exeter and Crediton," and "Somerset Central" Railways.)	123 70	123 70	2,190,704	8,180,456	- - -	4,099,867	14,471,027	335,121	92,664	6,871	1,620
Buckinghamshire	*See* "London and North-Western."										
Chester and Holyhead (Including "Mold" Railway.)	105 42	105 42	1,896,670	2,700,872	1,296,178	1,243,855	7,137,575	241,559½	154,346	5,598	6,560
Cockermouth and Workington	8 40	8 40	8,605	59,610	- - -	82,015	150,230	14,144	11,690	1,664	1,670
Colchester, Stour Valley, Sudbury, and Halstead	*See* "Eastern Counties."										
Dowlais (This is principally a mineral line.)	1 68	1 68	- - -	- - -	- - -	- - -	- - -	- -	6,770	- -	3,385
East Anglian	67 8	67 8	201,153	435,341	556,140	436,777	1,629,411	82,678	32,168	2,890	686
Eastern Counties (Including "Lowestoft," "Norfolk," "Northern and Eastern," "Royston and Hitchin," "Colchester, Stour Valley, Sudbury, and Halstead," "Eastern Union," and "Newmarket" Railways.)	495 3½	495 3½	8,209,098	13,382,776	7,993,029	14,456,569	44,041,472	1,170,666	1,046,328	45,312	12,216
Eastern Union	*See* "Eastern Counties."										
East Lancashire	79 54½	79 79½	1,121,138	3,189,993	63,729	7,833,154	12,208,014	282,404	274,428	10,314	7,330
East Lincolnshire	*See* "Great Northern."										
East Suffolk	13 62	13 62	18,218	53,879	68,092	27,415	167,604	Mixed 15,240	- -	Mixed 1,296	—
Exeter and Crediton	*See* "Bristol and Exeter."										
Furness	21 64	21 64	32,121	138,536	8,372	302,761	481,730	38,720	14,981	3,848	2,146
Gloucester and Dean Forest	*See* "Great Western."										
Great Northern (Including "East Lincolnshire," and "Ambergate, Nottingham, and Boston," and "Eastern Junction," from the 1st April to 30th June.)	283 56½	283 56½	6,866,352	7,531,784	380,157	11,980,268	26,758,561	867,389	1,266,421	6,485	14,280
Great North of England, Clarence, and Hartlepool Junction	*See* "North-Eastern."										
Great Western (Including "Gloucester and Dean Forest," "Hereford, Ross, and Gloucester," and "Wycombe" Railways.)	346 4	363 44	13,920,051	26,765,606	- - -	*19,072,042	*59,757,699	1,587,843	649,869	40,574	9,926
Shrewsbury and Birmingham Section	29 34½	29 34½	433,781	1,292,006	1,342,575	- - -	3,068,362	102,866	84,192	3,274	1,872
Shrewsbury and Chester Section	57 60	57 60	640,013	1,488,906	1,392,545	- - -	3,521,464	168,903	128,607	3,274	2,808
Hartlepool Dock and Railway	*See* "North-Eastern."										
Hereford, Ross, and Gloucester	*See* "Great-Western."										
Hull and Holderness	17 40	17 40	94,598	43,695	13,006	650,473	801,772	22,623	9,231	1,271	714
Hull and Selby	*See* "North-Eastern."										
Kendal and Windermere	10 24	10 24	61,853	76,801	- - -	86,532	225,186	8,456	2,213	1,301	325

* Including 3,150,370 miles travelled by Soldiers, and 2,756,757 miles travelled by Excursion Train Passengers.

SUPPLEMENT, showing Aggregate Number of Miles Travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1854.	Length of Line Open on 30 June 1855.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Lancashire and Yorkshire, and London and North-Western. (Preston and Wyre Section)	29 4	29 4	236,507	504,254	- -	961,107	1,751,868	44,802	27,840	1,572	1,448
Lancaster and Carlisle (Including "Lancaster and Preston Junction.")	90 47	90 47	2,224,499	1,969,909	- -	4,880,807	9,075,215	196,400	346,662	2,842	3,969
Lancaster and Preston Junction	*See* "Lancaster and Carlisle."										
Liverpool, Crosby, and Southport	16 56	16 56	497,040	12,368	1,118,640	- -	1,628,048	36,896	5,789	3,776	312
Llanelly Railway and Dock	28 20	28 20	9,325	24,648	70,175½	48,099	152,247½	11,232	17,206	624	816
Llynvi Valley (This line is not open for passengers.)	17 51	17 51	- -	- -	- -	- -	- -	- -	29,200	- -	2,442
London and North-Western (Including "Bedford," "Buckinghamshire," "West London," "Birmingham, Wolverhampton, and Stour Valley" and part of the "North Union" Railway.)	642 49¾	642 49¾	28,554,834	35,102,494	16,470,358	31,019,977	111,147,663	2,306,842	2,161,885	61,240	52,923
London and South-Western	264 16	264 16	10,153,045	18,408,912	2,968,289	9,678,121	41,208,367	955,412½	353,003	56,979	15,601
London, Brighton, and South Coast	164 38	164 38	10,021,589	11,060,676	10,124,661	5,781,480	36,988,406	625,381	348,563	34,293	3,953
Lowestoft Railway and Harbour	*See* "Eastern Counties."										
Manchester and Southport	*See* "Lancashire and Yorkshire."										
Manchester, Buxton, Matlock, and Midlands Junction (Leased to the "Midland.")	11 42	11 42	39,961	97,478	9,377	111,376	258,192	15,552	5,876	No account.	
Manchester, Sheffield, and Lincolnshire	169 25½	169 25½	978,839	2,449,128	1,732,129	7,044,905	12,205,001	410,612½	388,471	22,094	10,051
Maryport and Carlisle	28 28	28 28	76,237	297,946	251,520	436,512	1,062,215	37,948	50,132	1,356	2,132
Middlesbro' and Redcar	*See* "Stockton and Darlington."										
Middlesbrough and Guisbrough	*See* "Stockton and Darlington."										
Mold	*See* "Chester and Holyhead."										
Monmouthshire Railway and Canal (Railway Traffic only.)	45 3	45 3	65,555	279,234	- -	1,421,399	1,766,188	57,236	135,570	5,082	14,144
Newcastle-upon-Tyne and Carlisle	78 21	78 21	190,534	667,441	1,242,929	1,241,195	3,341,999	113,817	238,685	3,109	4,067
Newmarket	*See* "Eastern Counties."										
Newport, Abergavenny, and Hereford	33 62	33 62	117,864	455,781	620,642	- -	1,194,287	62,134	44,683	1,504	1,094
Norfolk	*See* "Eastern Counties."										
Northern and Eastern	*See* "Eastern Counties."										
North Devon Railway and Dock	34 66	34 66	102,181	395,486	280,267	- -	777,934	Mixed 43,278	- -	Mixed 1,358	—
North-Eastern (Including "Great North of England," "Hartlepool Dock and Railway," "Hull and Selby," and "Great North of England, Clarence and Hartlepool Junction" Railways.)	702 61½	704 39	5,037,591	10,405,021	14,165,434	14,669,448	44,277,494	1,373,206	2,585,943	55,201	33,492
North Staffordshire	123 0½	123 0½	679,571	2,109,802	896,102	1,800,692	5,486,167	265,751	180,587	15,755	6,564
North Union	*See* "Lancashire and Yorkshire" and "London and North-Western."										
Oxford, Worcester, and Wolverhampton	93 57	93 57	616,950	2,151,587	2,597,046	- - -	5,365,583	289,037	150,332	3,787	4,095
Preston and Longridge	6 40	6 40	1,984	7,295	6,095	169,493	184,867	9,978	4,056	1,690	624
Port Carlisle Dock and Railway	11 10	11 10	7,606	- -	- -	92,627	100,233	Mixed 7,676½	- -	Mixed 690	—
Royston and Hitchin	*See* "Eastern Counties."										
St. Helen's Canal and Railway (Railway Traffic only.)	24 68	24 68	183,685	114,114	- -	636,528	934,327	50,945	121,855	7,712	15,232
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole	*See* "Lancashire and Yorkshire."										
Shrewsbury and Hereford	50 46	50 46	270,460	1,018,670	327,651	528,529	2,145,310	74,029	62,579	1,455	1,357
Shropshire Union Railway and Canal (Railway Traffic only.)	18 28	18 28	174,123	591,429	- -	359,002	1,124,554	59,631	34,807	2,041	595
Somerset Central	*See* "Bristol and Exeter."										
South Devon	56 74	56 74	910,195¾	2,631,852½	- -	3,774,521½	7,316,569¾	141,122¾	33,803½	4,890	748
South-Eastern *See* "London and Greenwich" for separate Return of Mileage, and Traffic, although leased by "South-Eastern."	254 34½	254 34½	11,521,970	15,647,845	12,392,596	5,973,795	45,536,206	818,772	264,754	37,618	4,230
South Staffordshire	25 30	25 30	357,415	891,576	382,525	2,217,332	3,848,848	87,196	59,606	13,147	4,488

SUPPLEMENT, showing Aggregate Number of Miles travelled by each Class of Passengers, Number of Trains, &c.—*continued.*

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1854.	Length of Line Open on 30 June 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Taff Vale (Including "Aberdare.")	42 54	42 54	101,970	238,148	1,209,181	- - -	1,549,299	33,280	102,960	1,040	4,680
Vale of Neath	25 8	25 8	36,171	170,397¼	1,290,192	- - -	1,496,760¼	29,469	31,519	1,043	1,224
Wear Valley	*See* "Stockton and Darlington."										
West Cornwall	25 8	27 42	87,627	223,200	838,963	- - -	1,149,790	36,898	14,725	1,361	1,404
West Hartlepool Harbour and Railway	45 0	45 0	61,002	398,665	9,661	491,513	960,841	39,494	144,499	3,034	5,752
West London	*See* "London and North-Western."										
Whitehaven and Furness Junction	33 64	33 64	46,626	140,323	131,196	114,625	432,770	38,074	11,848	1,412	1,011
Whitehaven Junction	12 70½	12 70½	43,163	266,012	- - -	382,621	691,796	20,472	11,160	1,706	930
Wycombe	*See* "Great Western."										
TOTAL	4913 44¼	4936 1½	110,192,473¾	176,803,822¾	82,797,973½	155,221,822½	525,016,092½	13,365,886	11,870,149	489,341	272,200

The following COMPANIES have not furnished complete RETURNS:

Ambergate, Nottingham, and Boston and Eastern Junction (From 1st January to 31st March.)	19 60	19 60	- - -	- - -	No account	- - -	- - -	28,655	10,100	1,211	440
Bodmin and Wadebridge	14 56	14 56	- - -	- - -	- - -	- - -	- - -	854	5,453	61	413
Lancashire and Yorkshire (Including "Blackburn," "Manchester and Southport," and portions of the "Sheffield, Rotherham, Barnsley, Wakefield, and Huddersfield and Poole" and "North Union" Railways.)	247 16	264 33	3,750,413	8,998,313	- - -	18,518,501	31,267,227	- -	Not known.		—
Leeds, Bradford, and Halifax Junction	9 77	9 77	88,521	13,964	1,593,872	68,094	1,764,451	58,149	Cannot be ascertained.	6,461	Cannot be ascertained.
Liskeard and Caradon (This is not a passenger line.)	8 60	8 60	- - -	- - -	- - -	- - -	- - -	- -	Not known.	- -	Not known.
London and Greenwich	3 60	3 60	- - -	- - -	55,094	- - -	55,094	99,546	- -	21,106	—
London and Blackwall	5 17	5 17	- - -	- - -	- - -	- - -	- - -	79,452	- -	21,183	—
London, Tilbury, and Southend Extension (Section of the "London and Blackwall," and "Eastern Counties" Railways.)	23 6	37 31	- - -	- - -	- - -	- - -	5,416,151	57,638	8,892	4,360	156
Manchester, South Junction, and Altrincham	9 26	9 26	716,581¼	500,844½	13,800	1,681,351	2,912,576¾	50,008	- -	6,251	—
Midland (Including portions of the "South Yorkshire" and "Oxford, Worcester, and Wolverhampton" Railways.)	493 53	493 53	4,834,460	12,713,747	4,909,464	18,307,377	40,765,048	1,215,629	1,632,693	No account.	
North London	8 34½	8 34½	- - -	- - -	- - -	- - -	- - -	234,922	61,271	21,422	5,371
North and South Western Junction	3 70	3 70	- - -	- - -	No account	- - -	- - -	20,294	4,944	2,446	1,236
North-Western (Leased to the "Midland.")	46 24	46 24	95,821	532,004	- - -	450,853	1,078,678	61,528	82,016	No account.	
South Wales	156 15	156 15	- - -	- - -	- - -	- - -	9,091,207	283,656	195,165	2,618	5,140
Saundersfoot Railway and Harbour (This line is a mere tramway, and not open for passengers.)	7 0	7 0	—	—	—	—	—	—	—	—	—
South Yorkshire Railway and River Dun Company	31 10	31 10	- - -	- - -	- - -	- - -	- - -	43,024	18,996	3,706	1,250
Stockton and Darlington (Including "Middlesbro' and Redcar," "Wear Valley" and "Middlesbrough and Guisbrough," Railways.)	99 70	99 70	323,464	1,624,950	321,508	11,057	2,280,979	106,003	Not known.		
Warrington and Stockport	10 68	10 68	81,634	- - -	- - -	388,166	469,800	20,328	- -	1,848	—
TOTAL	1199 2½	1230 44½	9,890,894½	24,383,822½	6,893,738	39,425,899	95,101,211¼	2,359,686	2,019,530	92,673	14,006

SCOTLAND.

SUPPLEMENT showing the Aggregate Number of MILES Travelled by each Class of PASSENGERS, the Number of PASSENGER TRAINS and of GOODS TRAINS respectively, and the Number of MILES Travelled by such Trains during the Half-year ended the 30th June 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1854.	Length of Line Open on 30 June 1855.	Mileage Travelled by Passengers. 1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL Mileage of Passengers.	Mileage Travelled by Trains. Passenger Trains.	Goods Trains.	Number of Trains. Passenger.	Goods.
	M.Chs.	*M. Chs.*									
Aberdeen (Including "Arbroath and Forfar.")	73 45	73 45	491,508	642,768	1,160,800½	796,074	3,091,150½	230,181½	100,700	5,858	3,570
Arbroath and Forfar	*See* "Aberdeen."										
Caledonian and Dumbartonshire Junction	8 3	8 3	122,482	70,322½	- - -	360,080	552,884½	11,880	55,332	1,485	651
Deeside	16 16	16 16	78,625	- - -	- - -	422,089	500,714	16,898	6,409	994	377
Drumpeller	*See* "Forth and Clyde Navigation Company."										
Dundee and Arbroath	17 27½	17 27½	125,404	260,400	652,534	288,864	1,327,202	46,265	10,564	2,685	648
Dundee and Newtyle	*See* "Dundee and Perth and Aberdeen Railway Junction."										
Dundee and Perth and Aberdeen Junction (Including "Dundee and Newtyle.")	31 13	31 13	128,729	315,037½	259,685½	1,001,254	1,704,705½	59,072	46,625	3,536	2,645
Edinburgh and Bathgate	*See* "Edinburgh and Glasgow."										
Edinburgh and Glasgow (Including "Edinburgh and Bathgate.")	92 1½	92 1½	2,650,189	2,158,973	528,665	8,524,556	13,862,383	233,362	163,456	8,320	5,391
Edinburgh, Perth, and Dundee	72 5½	72 5½	511,538	884,146	1,675,246	1,766,448	4,837,378	108,909	177,577	16,632	10,220
Elgin	4 40	4 40	- - -	18,126	- - -	- - -	18,126	- -	56,700	- -	2,053
General Terminus and Glasgow Harbour (This is not a passenger line.)	2 21½	2 21½	- - -	- - -	- - -	- - -	- - -	- -	1,092	- -	2,105
Glasgow, Barrhead, and Neilston Direct	*See* "Caledonian."										
Great North of Scotland	39 35	39 35	224,726	- - -	819,835	265,231	1,309,792	50,798	21,412	1,287	554
Kilmarnock and Troon	*See* "Glasgow and South-Western."										
Lanark Junction	*See* "Caledonian."										
Leven	5 62	5 62	9,585	27,608	52,354	29,871	119,418	Mixed 8,274	- -	Mixed 1,248	—
Morayshire	5 72	5 72	6,534	3,150	105,378	34,200	149,262	Mixed 10,104	- -	Mixed 1,684	—
North British	147 74	147 74	1,260,624	2,280,910	1,212,937	3,086,245	7,840,716	276,009½	243,949½	14,387	6,545
St. Andrews	4 45	4 45	15,792	26,794	26,926	46,882	116,394	Mixed 11,050	- -	Mixed 2,210	—
Scottish Central	50 17	50 17	633,947	690,209	70,654	1,916,124	3,310,934	87,615	125,100	1,947	2,780
Scottish Midland Junction	37 39	37 39	206,159	206,455	- - -	867,591	1,280,205	52,010¾	68,623½	1,295	1,819
Stirling and Dunfermline	24 50	24 50	63,974	15,137	279,816	186,479	545,406	30,326	34,255	2,461	3,105
TOTAL	633 7	633 7	6,529,816	7,600,036½	6,844,830½	19,591,988	40,566,670½	1,232,755	1,111,794¾	66,029	42,463

The under-mentioned COMPANIES have not furnished complete RETURNS:

Caledonian (Including "Glasgow, Barrhead, and Neilston Direct," half of "Glasgow and Paisley Joint," "Clydesdale Junction," "Glasgow, Garnkirk, and Coatbridge," "Wishaw and Coltness," and "Lanark Junction" Railways.)	193 20	196 64	8,145,287	1,016,652	- - -	27,374,557	36,536,496	548,964	714,155	Not known.	
Forth and Clyde Navigation Company (Owners of the Drumpeller Railway. Not open for passengers.)	1 28	1 28	—	—	—	—	—	—	—	—	—
Glasgow and South-Western (Including "Kilmarnock and Troon" and half of "Glasgow and Paisley Joint.")	184 23	184 23	- - -		No account	- - -		245,623	489,092	3,120	5,304
Monkland	35 72	35 72	12,555	No account.	234,684	No account.	247,239	12,520	No account.	1,565	No account.
TOTAL	414 63	418 27	8,157,842	1,016,652	234,684	27,374,557	36,783,735	807,107	1,203,247	4,685	5,304

IRELAND.

SUPPLEMENT showing the Aggregate Number of Miles Travelled by each Class of Passengers, the Number of Passenger Trains and of Goods Trains respectively, and the Number of Miles Travelled by such Trains, during the Half-year ended the 30th June 1855.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31 Dec. 1854.	Length of Line Open on 30 June 1855.	Mileage Travelled by Passengers.					Mileage Travelled by Trains.		Number of Trains.	
			1st Class.	2d Class.	3d Class.	Parliamentary Class.	Total Mileage of Passengers.	Passenger Trains.	Goods Trains.	Passenger.	Goods.
	M. Chs.	*M. Chs.*									
Belfast and Ballymena	37 74	37 74	292,055	865,072	1,553,225	48,645	2,758,997	75,979	29,255½	1,926	775
Belfast and County Down	16 63	16 63	303,720	1,217,392	- - -	- - -	1,521,112	41,308	1,725	6,122	138
Cork and Bandon	19 54	19 54	49,680	296,250	- - -	316,395	662,325	Mixed 21,274	- -	Mixed 1,064	—
Cork, Blackrock, and Passage	6 23	6 23	488,810	501,565	- - -	129,244	1,119,619	Mixed 29,537	- -	Mixed 2,363	—
Dublin and Belfast Junction	55 48	55 48	662,448	886,576	978,936	- - -	2,527,960	95,426	35,030	2,150	620
Dublin and Drogheda	62 17	62 17	797,149	1,154,378	2,112,660	- - -	4,064,187	125,536	10,887	4,824	524
Dublin and Wicklow	16 22	16 22	119,960	429,165	791,461	- - -	1,340,586	46,351	- -	4,946	—
Dundalk and Enniskillen	26 52	26 52	82,853	128,451	- - -	279,982	491,286	Mixed *38,061	- -	Mixed 1,522	—
Great Southern and Western	203 68	203 68	2,435,914	4,380,942	- - -	7,576,637	14,393,493	315,643	134,867	2,344	1,708
Irish South-Eastern	22 48	22 48	93,172	236,427	- - -	268,867	598,466	25,023	7,915	991	314
Killarney Junction	40 26	40 26	79,040	118,921	- - -	344,987	542,948	Mixed 27,634	- -	Mixed 674	—
Londonderry and Coleraine	36 13	36 13	79,464	126,438	400,520	- - -	606,422	38,454	12,168	986	312
Londonderry and Enniskillen	60 30	60 30	87,863	222,940	855,108	- - -	1,165,911	71,220	26,771	1,187	446
Midland Great Western of Ireland	126 36	126 36	837,833	1,854,628	373,757	3,320,343	6,386,561	166,375	77,230	1,672	812
Newry, Warrenpoint, and Rostrevor	5 60	5 60	55,030	165,318	121,224	- - -	341,572	Mixed 22,940	- -	Mixed 3,820	—
Newry and Enniskillen	3 43	3 43	12,484	29,248	45,516	1,572	88,820	9,136	1,248	2,284	312
Ulster	35 50	35 50	508,632	1,217,636	1,382,126	250,979	3,359,373	64,428	31,980	2,340	936
Waterford and Kilkenny	29 5	29 5	77,160	246,884	145,494	- - -	469,538	Mixed 36,909	- -	Mixed 1,208	—
Waterford and Limerick	77 6	77 6	273,315	885,378	- - -	731,756	1,890,449	87,071	25,270	1,420	348
Total	882 18	882 18	7,336,582	14,963,609	8,760,027	13,269,407	44,329,625	1,338,305	394,340½	43,843	7,245

The following Companies have not furnished complete Returns:

Dublin and Kingstown	7 60	7 60	- - -	- - -	No account	- - -	- - -	86,388	- -	14,398	—
Waterford and Tramore	7 31	7 31	178,537½	98,205	- - -	48,836½	325,579	18,482	- -	1,150	—
Total	15 11	15 11	178,537½	98,205	- - -	48,836½	325,579	104,870	- -	15,548	—

* Exclusive of 1,162 Miles travelled by Special Trains.

Board of Trade.

JAMES BOOTH.

LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

715

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons, dated 30 January 1855;

"That the RETURN ordered on the 8th day of May last of all Sums of Money Expended or then Due by the several Railway Companies, Proprietors, or Shareholders, in the *United Kingdom*, in obtaining Acts of Parliament for establishing such Companies, and their Undertakings, or subsequent thereto, and for Branches and Additions, or for Purchasing other Railways, or Amalgamating with Railways or Canal Companies, or otherwise howsoever; and all Costs, Charges, and Expenses incurred and occasioned by any Actions, Suits, and other Proceedings at Law or in Equity by the said Companies, Proprietors, and Shareholders, and particularly including in such Sums, Costs, Charges, and Expenses, all Legal Charges and Engineering Expenses of any kind; and showing what Proportion of the said Sums, Costs, Charges, and Expenses has been Paid and Borne out of Capital, and what Part has to be Paid and Borne out of the Profits of the said Companies respectively, be made forthwith by the Railway Companies who have not already complied with that Order." (In continuation of No. 507, of Sess. 1854.)

(*Mr. Hadfield.*)

Ordered, by The House of Commons, *to be Printed*,
6 *August* 1855.

460.

ABSTRACT of No 1,

Of RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the *United Kingdom*, in obtaining Acts of Parliament for Establishing such Companies and their Undertakings, or subsequent thereto, and for Branches and Additions.

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Aberdeen	8 & 9 Vict., c. 153. Arbroath and Forfar and Scottish Midland Railways Connecting Railway Aberdeen Harbour Improvement Act 10 & 11 Vict., c. 142 11 & 12 Vict., c. 67 13 & 14 Vict., c. 78 16 & 17 Vict., c. 101	7,720 – –	– – –	37,837 – –	– – –	34,876 – –	– – –	80,433 – –	– – –	80,433 – –	
Ardrossan	–	Incorporated with the Glasgow and South-Western Railway Company.									
Ambergate, Nottingham, and Boston and Eastern Junction Railway and Canal.	9 & 10 Vict., c. 155 10 & 11 Vict., c. 78 17 & 18 Vict., cc. 138–171–214.	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	90,456 13 8	
Bangor and Caernarvon	Cannot furnish particulars.										
Belfast and County Down	9 & 10 Vict., c. 87	4,653 9 7	– – –	6,494 9 3	– – –	3,140 4 3	– – –	All	– – –	14,288 3 1	
Birkenhead, Lancashire, and Cheshire Junction	1 Vict., c. 107 3 Vict., c. 2 8 & 9 Vict. c. 99 9 & 10 Vict., c. 91 15 & 16 Vict., c. 197 10 & 11 Vict., c. 122 10 & 11 Vict., c. 123	– – –	70,841 2 –	– – –	– – –	27,907 17 –	– – –	98,748 19 –	– – –	98,748 19 –	
Bognor	16 Vict., c. 41	– – –	300 – –	– – –	394 17 5	– – –	– – –	– – –	– – –	694 17 5	
Briton Ferry Floating Dock	–	Legal and Parliamentary Expenses are not divided by this Company. Expended. 1,850 – – – Due. 500 – – –				512 13 6	500 – –	3,362 13 6	– – –	3,362 13 6	
Buckinghamshire	9 & 10 Vict., c. 82 9 & 10 Vict., c. 233 10 & 11 Vict., c. 236 13 Vict., c. 6	– – –	75,978 9 7	– – –	– – –	12,506 14 3	– – –	88,485 3 10	– – –	88,485 3 10	

Caledonian	8 & 9 Vict., c. 162 9 & 10 Vict., c. 229 9 & 10 Vict., c. 249 9 & 10 Vict., c. 314 9 & 10 Vict., c. 395 10 Vict., c. 22 10 Vict., c. 23 10 Vict., c. 24 10 & 11 Vict., c. 82 10 & 11 Vict., c. 172 10 & 11 Vict., c. 237 11 & 12 Vict., c. 73 11 & 12 Vict., c. 121 14 & 15 Vict., c. 134 16 & 17 Vict., c. 149	£81,510 15 3½	- - -	£150,029 11 1	- - -	£32,215 3 10	- - -	£248,740 13 8½	£15,014 16 6	£263,755 10 2½	- - The sums stated include expenses on account of Bills for which Acts have not been obtained, and also for opposing the Bills of other Railway Companies.
Caterham	16 & 17 Vict., c. 68	45 - -	- - -	550 - -	700 - -	169 3 -	50 - -	- - The whole out of capital.	- - -	1,514 3 -	
Chard	- - - - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - The secretary states that he has no return to make.
Chester and Holyhead	Act of 1844	3,905 12 -	- - -	9,699 6 10	- - -	6,395 17 -	- - -	- - -	- - -	20,000 15 10	
	Act of 1845: Menai Bridge	369 2 10	- - -	1,218 16 9	- -	1,062 11 -	- - -	- - -	- - -	2,650 10 7	
	Mold Act	472 19 4	- - -	21 8 6	- - -	233 1 1	- - -	- - -	- - -	727 8 11	
	Act of 1846: Mold, Denbigh, Ruthin, and Llanrwst Branches	3,377 17 -	- - -	- - -	- - -	2,652 12 11	- - -	- - -	- - -	6,030 9 11	
	Act of 1847: Extension to Holyhead	3,777 19 5	- - -	825 - -	- - -	1,069 7 3	- - -	- - -	- - -	5,672 6 8	
	Act of 1848: Steam-boat Act	487 5 4	- - -	1,676 18 3	- - -	- - -	- - -	- - -	- - -	2,164 3 7	
	Act of 1849: Additional Capital	128 15 11	- - -	673 2 8	- - -	- - -	- - -	49,992 15 4	- - -	801 18 7	
	Act of 1850: Power to lease	1,545 2 9	- - -	2,204 10 8	- - -	52 10 -	- - -	- - -	- - -	3,802 3 5	
	Act of 1852: Line between Chester and Birkenhead	2,594 18 9	- - -	220 6 6	- - -	- - -	- - -	- - -	- - -	2,815 5 3	
	TOTAL	16,659 13 4	- - -	16,539 10 2	- - -	11,465 19 3	- - -	- - -	- - -	44,665 2 9	
	Mold Railway	1,510 6 5	- - -	2,374 6 2	- - -	1,443 - -	- - -	- - -	- -	5,327 12 7	
		18,169 19 9	- - -	18,913 16 4	- - -	12,908 19 3	- - -	- - -	- - -	49,992 15 4	
Cork and Bandon	Cork and Bandon Acts	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	9,548 6 4	
	Bantry Extension	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	6,683 6 9	
		- - Accounts cannot be subdivided.									
								Sum still due on the Bantry Extension account	- - -	4,498 18 -	
										20,730 11 1	

(continued)

No. 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Delabole and Rock	10 Vict., c. 24	147 6 10	- - -	1,850 11 11	- - -	908 11 1	- - -	2,906 9 10	- - -	2,906 9 10	
Dublin and Wicklow	9 & 10 Vict., c. 218 10 & 11 Vict., c. 61 11 & 12 Vict., c. 29 14 & 15 Vict., c. 118 17 & 18 Vict., c. 175	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	66,971 7 7	- - The secretary states, that the Company's books do not enable him to apportion this sum under the several heads.
										2,500 - -	Is still due.
Dundee and Arbroath	- - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- Cannot make the required returns.
East Anglian	8 & 9 Vict., c. 48 8 & 9 Vict., c. 55 8 & 9 Vict., c. 126 9 & 10 Vict., c. 270 10 & 11 Vict., c. 170 10 & 11 Vict., c. 171 10 & 11 Vict., c. 275 12 & 13 Vict., c. 52 14 & 15 Vict., c. 101 16 & 17 Vict., c. 193	15,904 7 6	- - -	88,131 - 8	- - -	25,485 17 9	- - -	129,521 15 11	- - -	129,521 15 11	- - The amount paid for legal expenses includes 4,800 *l.* deposited to cover unascertained costs, part of which it is expected will ultimately be restored to the Company.
East Lancashire	Manchester, Bury, and Rossendale Act Blackburn, Burnley, Accrington, and Colne Act Rossendale Amendment Act East Lancashire Deviation and Branch Railway Act, 1846 Blackburn and Preston Railway Acts, 1844, 1845, 1846 East Lancashire Railway Amalgamation Act, 1846 Liverpool, Ormskirk, and Preston Railway Act, 1846 East Lancashire Deviation and Branch Railway Act, 1847 Preston Extension Act, 1847 East Lancashire Railway: Acts 1849 „ 1851 „ 1853	- - -	- - -	- - -	- - -	- - -	- - -	114,348 8 5	- - -	114,348 8 5	- - It has been found impossible to give the detailed information required, inasmuch as this Company is an amalgamation of the Manchester, Bury, and Rossendale, with three other Railways, the Acts for which were obtained by separate and distinct Companies, and the accounts of those Companies have not been so classified as to enable the secretary to separate the items in the manner indicated.
		Expenses connected with unsuccessful applications for Acts of Parliament, and in opposing the applications of other Companies.						31,730 16 4	- - -	31,730 16 4	

		Legal and Parliamentary.		Other expenses.					
East Lincolnshire	9 & 10 Vict., c. 88	8,379		3,058 10 5	7,340 19 2		18,778 9 7		18,778 9 7	
Eastern Counties	6 & 7 Will. 4, c. 106 1 & 2 Vict., c. 81 4 Vict., c. 14 7 Vict., c. 19 7 & 8 Vict., c. 62 8 & 9 Vict., c. 110 8 & 9 Vict., c. 201 9 & 10 Vict., c. 258 9 & 10 Vict., c. 367 10 & 11 Vict., c. 157 15 Vict., c. 33 15 Vict., c. 30 16 & 17 Vict., c. 87 16 & 17 Vict., c. 117 17 & 18 Vict., c. 153	109,347		333,003	221,207		640,078	23,479	663,557	
Edinburgh and Glasgow	1 & 2 Vict., Session 1838 3 & 4 Vict., Session 1840 5 Vict., Session 1842 7 & 8 Vict., Session 1844 8 Vict., Session 1845 9 Vict., Session 1846 9 & 10 Vict., Session 1846 9 & 10 Vict., Session 1846 9 & 10 Vict., Session 1846 9 & 10 Vict., Session 1846 11 & 12 Vict., Session 1847 and 1848 11 & 12 Vict., Session 1847 and 1848 And Consolidation Act, 15 & 16 Vict., c. 109	52,449 7 4		118,724 17 1	45,683 15 7		214,867 8 5	1,990 11 7	216,858	
Exeter and Crediton	8 & 9 Vict., c. 88 13 Vict., c. 24	1,955 6 1		1,018 1	735 7 9		3,708 14 10		3,708 14 10	
Great North of Scotland (Eastern Extension.)										--This Company has ceased to exist.

(continued)

No. 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Great Western	9 Vict., c. 14 9 & 10 Vict., c. 337–8 11 & 12 Vict., c. 149 12 & 13 Vict., c. 159 10 & 11 Vict., c. 91 10 & 11 Vict., c. 226 10 & 11 Vict., c. 74 10 & 11 Vict., c. 135 8 & 9 Vict., c. 53 9 & 10 Vict., c. 313 14 & 15 Vict., c. 48 11 & 12 Vict., c. 158 15 & 16 Vict., c. 133 15 & 16 Vict., c. 140 16 & 17 Vict., c. 153 16 & 17 Vict., c. 175 7 & 8 Vict., c. 68 9 & 10 Vict., c. 402 8 & 9 Vict., c. 53 8 & 9 Vict., c. 184 9 & 10 Vict., c. 278 8 & 9 Vict., c. 190 9 & 10 Vict., c. 240 9 & 10 Vict., c. 335 9 & 10 Vict., c. 369 11 & 12 Vict., c. 95	5,556 1 3	- - -	2,345 19 1	- - -	6,361 15 10	- - -	35,063 16 2	- - -	35,063 16 2	to 30th June 1854.
Irish South-Eastern	9 & 10 Vict., c. 140 9 & 10 Vict., c. 167 9 & 10 Vict., c. 168 12 & 13 Vict., c. 62	- - -	- - -	19,310 - -	- - -	7,453 - -	- - -	26,763 - -	- - -	26,763 - -	
Killarney Junction	9 & 10 Vict., c. 200 14 & 15 Vict., c. 103	6,744 1 1	- - -	2,14 9 11	- - -	3,350 - -	- - -	12,240 - -	- - -	12,240 - -	
Kilmarnock and Troon	48 Geo. 3, c. 46 7 Will. 4, & 1 Vict., c. 105 9 & 10 Vict., c. 211	- - -	- - -	2,426 11 9½	- - -	22 - -	- - -	1,628 13 5	819 18 4½	2,448 11 9½	
Llanelly Railway and Dock	9 Geo. 4, c. 91 3 Will. 4, c. 52 5 & 6 Will. 4, c. 96 16 & 17 Vict., c. 169	679 3 6	- - -	772 13 8	- - -	163 17 -	- - -	All -	- - -	1,615 14 2	

Note.—This Return is made up principally from estimated figures, the Company's accounts showing, in respect of Parliamentary and Legal Expenses, the gross expenditure only, including costs of conveyance of land, and other matters not required in this Return. In like manner, the accounts of the Company, under the heading of Engineering and Surveying, show the gross expenditure, including the engineering expenses in the construction of the Line, cost of superintendence of works by engineers, &c., none of which should appear in this Return.

To separate these items would be a work of considerable time and some difficulty; but it is hoped the figures given above will be found sufficiently accurate for the purposes for which this Return is desired.

London and Blackwall	6 & 7 Will. 4, c. 123 1 Vict., c. 133 2 & 3 Vict., c. 95 4 Vict., c. 12 5 Vict., c. 34 8 & 9 Vict., c. 203 9 & 10 Vict., c. 273 11 & 12 Vict., c. 90 11 & 12 Vict., c. 91 12 & 13 Vict., c. 73 13 & 14 Vict., c. 30 14 Vict., c. 28 14 Vict., c. 30	41,737	68,008	15,523	125,268	125,268	
London and North-Western	7 Geo. 4, c. 49 7 & 8 Geo. 4, c. 21. 9 Geo. 4, c. 7. 10 Geo. 4, c. 35.	608,392 3 8		19,501 6 1	627,893 9 9	627,893 9 9	

1 Will. 4, c. 51.	8 & 9 Vict., c. 43.	8 & 9 Vict., c. 125.	42 Geo. 3, c. 20.	10 & 11 Vict., c. 161.	
2 Will. 4, c. 46.	9 Vict., c. 67.	12 & 13 Vict., c. 74.	44 Geo. 3, c. 54.	9 & 10 Vict., c. 204.	
7 Will. 4, c. 27.	9 & 10 Vict., c. 182.	8 & 9 Vict., c. 112.	50 Geo. 3, c. 24.	10 & 11 Vict., c. 73.	
2 Vict., c. 41.	9 & 10 Vict., c. 331.	9 & 10 Vict., c. 328.	53 Geo. 3, c. 80.	10 & 11 Vict., c. 121.	
5 & 6 Vict., c. 108.	9 & 10 Vict., c. 309.	10 & 11 Vict., c. 120.	7 Geo. 4, c. 95.	10 & 11 Vict., c. 159.	
8 & 9 Vict., c. 123.	9 & 10 Vict., c. 244.	8 & 9 Vict., c. 36.	7 & 8 Geo. 4, c. 2.	10 & 11 Vict., c. 114.	
3 & 4 Will. 4, c. 34.	9 & 10 Vict., c. 248.	9 & 10 Vict., c. 262.	1 Will. 4, c. 54.	10 & 11 Vict., c. 228.	
4 & 5 Will. 4, c. 55.	9 & 10 Vict., c. 359.	8 & 9 Vict., c. 111.	4 Will. 4, c. 21.	10 & 11 Vict., c. 107.	
5 & 6 Will. 4, c. 9.	9 & 10 Vict., c. 368.	11 & 12 Vict., c. 58.	5 Vict., c. 30.	10 & 11 Vict., c. 118.	
5 & 6 Will. 4, c. 8.	8 & 9 Vict., c. 37.	6 & 7 Will. 4, c. 79.	5 Vict., c. 40.	10 & 11 Vict., c. 132.	
1 & 2 Vict., c. 59.	8 & 9 Vict., c. 156.	3 & 4 Vict., c. 105.	7 & 8 Geo. 4, c. 102.	10 & 11 Vict., c. 139.	
3 & 4 Vict., c. 49.	8 & 9 Vict., c. 117.	8 & 9 Vict., c. 156.	11 Geo. 4, c. 51.	10 & 11 Vict., c. 178.	
8 & 9 Vict., c. 198.	6 & 7 Will. 4, c. 37.	9 & 10 Vict., c. 369.	1 Vict., c. 80.	10 & 11 Vict., c. 270.	
9 & 10 Vict., c. 193.	7 Will. 4 and 1 Vict., c. 69.	17 & 18 Vict., c. 204.	5 Vict., c. 33.	10 & 11 Vict., c. 271.	
9 & 10 Vict., c. 261.	2 & 3 Vict., c. 69.	5 Geo. 4, c. 65.	8 Vict., c. 2.	10 & 11 Vict., c. 278.	
9 & 10 Vict., c. 204.	7 & 8 Vict., c. 17.	10 & 11 Vict., c. 91.	9 Vict., c. 5.	10 & 11 Vict., c. 188.	
9 & 10 Vict., c. 232.	8 & 9 Vict., c. 108.	9 & 10 Vict., c. 192.	9 & 10 Vict., c. 322.	10 & 11 Vict., c. 294.	
7 Will. 4 and 1 Vict., c. 63.	8 & 9 Vict. ——	10 & 11 Vict., c. 247.	9 & 10 Vict., c. 323.	11 & 12 Vict., c. 130.	
3 Vict., c. 49.	9 & 10 Vict. ——	11 & 12 Vict., c. 156.	9 & 10 Vict., c. 324.	11 & 12 Vict., c. 58.	
10 Geo. 4, c. 37.	9 & 10 Vict., c. 204.	15 Vict., c. 98.	10 & 11 Vict., c. 121.	12 & 13 Vict., c. 74.	
11 Geo. 4, c. 57.	9 & 10 Vict., c. 231.	9 & 10 Vict., c. 233.	17 & 18 Vict., c. 179.	13 & 14 Vict., c. 36.	
5 Will. 4, c. 8.	4 & 5 Will. 4, c. 25.	9 & 10 Vict., c. 82.	33 Geo. 3, c. 91.	14 Vict., c. 28.	
6 Geo. 4, c. 18.	7 Will. 4 and 1 Vict., c. 121.	10 & 11 Vict., c. 236.	7 & 8 Vict., c. 65.	14 & 15 Vict., c. 94.	
9 Geo. 4, c. 8.		8 & 9 Vict., c. 188.	8 & 9 Vict., c. 33.	15 Vict., c. 98.	
1 & 2 Will. 4, c. 11.	1 & 2 Vict., c. 56.	13 Vict., c. 6.	10 & 11 Vict., c. 147.	15 Vict., c. 105	
6 & 7 Will. 4, c. 52.	3 & 4 Vict., c. 5.	16 & 17 Vict., c. 205.	10 & 11 Vict., c. 238.	16 & 17 Vict., c. 110.	
8 & 9 Vict., c. 148.	5 & 6 Vict., c. 15.	9 & 10 Vict., c. 396.	10 & 11 Vict., c. 162.	16 & 17 Vict., c. 157.	
10 Geo. 4, c. 36.	11 Geo. 4, c. 56.	13 & 14 Vict., c. 36.	11 & 12 Vict., c. 60.	16 & 17 Vict., c. 160.	
8 & 9 Vict., c. 148.	1 Will. 4, c. 56.	16 & 17 Vict., c. 222.	12 & 13 Vict., c. 41.	16 & 17 Vict., c. 161.	
3 Will. 4, c. 36.	7 Vict. c. ——	17 & 18 Vict., c. 80.	34 Geo. 3, c. 53.	16 & 17 Vict., c. 205.	
5 & 6 Will. 4, c. 56.	5 & 6 Vict., c. 58.	12 Geo. 3, c. 75.	39 & 40 Geo. 3, c. 39.	16 & 17 Vict., c. 216.	
7 Will. 4 and 1 Vict., c. 64.	7 Will. 4 and 1 Vict., c. 28.	17 Geo. 3, c. 67.	46 Geo. 3, c. 12.	16 & 17 Vict., c. 222.	
2 & 3 Vict., c. 39.	7 Will. 4 and 1 Vict., c. 29.	18 Geo. 3, c. 21.	8 & 9 Vict., c. 105.	16 & 17 Vict., c. 97.	
5 & 6 Vict., c. 81.	2 & 3 Vict., c. 1.	36 Geo. 3, c. 71.	9 & 10 Vict., c. 259.	17 & 18 Vict., c. 201.	
6 & 7 Vict., c. 3.	2 & 3 Vict., c. 54.	36 Geo. 3, c. 96.	9 & 10 Vict., c. 380.	17 & 18 Vict., c. 204.	
6 & 7 Vict., c. 64.	7 & 8 Vict., c. 55.	41 Geo. 3, c. 70.	10 & 11 Vict., c. 159.		

-- This sum includes the expenditure on Liverpool and Manchester, London and Birmingham, Grand Junction, Manchester and Birmingham, and all Branches or Lines amalgamated with them.

(continued)

No 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
London, Brighton, and South Coast - - -	9 & 10 Vict., c. 283 - - 8 & 9 Vict., c. 113 - - 9 Vict., c. 54 - - - 9 Vict., c. 63 - - - 9 Vict., c. 68 - - - 9 Vict., c. 69 - - - 9 & 10 Vict., c. 234 - - 9 & 10 Vict., c. 281 - - 10 & 11 Vict., c. 276 - - 11 & 12 Vict., c. 136 - - 16 & 17 Vict., c. 100 - - 17 Vict., c. 61 - - -	- - - -	177,649 11 10	- - - -	- - - -	101,395 15 10	- - -	- - -	- - -	454,825 7 8	- - Including a sum of 175,780 *l.* raised by the five Companies who applied in 1836 and 1837 for lines to Brighton, and subsequently amalgamated.
Londonderry and Coleraine -	8 & 9 Vict., c. 187 - - 11 & 12 Vict., c. 117 - - 13 & 14 Vict., c. 17 - 15 & 16 Vict., c. 43 - - 16 & 17 Vict., c. 79 - -	- - - -	15,329 9 1	- - - -	- - - -	12,747 1 7	- - -	- - -	- - -	28,076 10 8	
Londonderry and Enniskillen - - - -	8 & 9 Vict., c. 98 - - 9 & 10 Vict., c. 318 - - 11 & 12 Vict., c. 79 - - 13 & 14 Vict., c. 14 - - 15 & 16 Vict., c. 44 - - 17 & 18 Vict., c. 135 - -	- - - -	16,402 5 6	- - - -	- - - -	15,492 - 6	- - -	- - -	- - -	31,894 6 -	
Londonderry, Enniskillen, and Sligo - - -	- - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - Neither of these companies are in existence, and no officer can be found to give the required information.
Londonderry and Lough Swilly - - - -											
Loughor Coal and Railway Company - - -	9 & 10 Vict., c. 401 - - 14 & 15 Vict., c. 127 - -	- - -	321 12 10	317 - -	34 4 6	- - -	- - -	317 - -	- - -	672 17 4	- - This Company cannot furnish the expenses incurred under the 9th & 10th Vict., c. 401, as the undertaking was incorporated under a different name, and subsequently taken up by other parties, under the 14th & 15th Vict., c. 127.

Manchester and Leeds Main Line, 4 July 1836 - -															
Manchester and Leeds Money Bill, to complete working stock, 18 May 1841 -															
Manchester and Leeds workshops, working stock, &c., 31 July 1845 - -															
Manchester and Leeds Station Extensions, 16 July 1846 - - -	18,947	13	11	—											
Manchester and Leeds Extensions, 9 July 1847 -															
Lancashire and Yorkshire Extension of Branches, 13 July 1849 - - -															
Lancashire and Yorkshire Production of capital, &c., 30 June 1852 - - -															
Junction Line, 1 July 1839 - - -															
Oldham Branch, 1 July 1839 - - -															
Oldham Branch Extension, 19 July 1844 -															
Halifax Branch, 1 July 1839 - -															
Heywood Branch, 10 May 1844 - -															
Heywood Branch Extension, 19 July 1844 -															
Ashton Branch, 19 July 1844 - - -															
Burnley Branch, 19 July 1844 - - -															
Ardwick Branch, 31 July 1845 - -															
Wakefield, Pontefract, and Goole Main Line, 31 July 1845 - - - - -															
Wakefield, Pontefract, and Goole Branches, 16 July 1846 - - - - -															
Huddersfield and Sheffield Main Line, 30 June 1845 - - - - -															
Huddersfield and Sheffield Amalgamation, 27 July 1846 - - - - -															
Huddersfield and Sheffield, Holmfirth Branch Extension, 2 July 1847 - - - -															
Liverpool and Bury Main Line, 31 July 1845															
Liverpool and Bury Amalgamation Act, 27 July 1846 - - - - -	-	-	-	514,505	7	9	-	-	187,999	-	9	-	-	720,793	3	9	658	18	8	721,452	2	5	- - The legal expenses are included in the amounts under the head of Parliamentary Expenses.
Liverpool and Bury, Tithebarn-street Extension, 3 August 1846 - - - - -																							
Lancashire and Yorkshire, extension of Liverpool Station, 30 July 1852 - - - -																							
Lancashire and Yorkshire, Liverpool Dock Branch, 2 June 1854 - - - -																							
Liverpool, Manchester, and Newcastle, 26 June 1846 - - - - -																							
Middleton Branch, 16 July 1846, 2 June 1854																							
Bacup Branch, 16 July 1846 - - -																							
Coal Branches, 16 July 1846 - - -																							
West Riding Union Main Line, 18 July 1846																							
West Riding Union, Alteration of Brighouse Branch, and new Line into Leeds, 9 July 1847																							
Manchester and Southport, 22 July 1847 - -																							
Oldham Alliance, 22 July 1847 - - -																							
Manchester Bolton, and Bury, 23 August 1831, 1 June 1832, 17 June 1835, 11 June 1838, 27 July 1846, 18 August 1846 -																							

Lancashire and Yorkshire

(continued)

No. 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Manchester and Salford Extension.	Included in the Return of the Birkenhead, Lancashire, and Cheshire Junction Railway.										
Manchester, Sheffield, and Lincolnshire.	- - - - - -	- - - -	493,065 6 6	- - - -	- - - -	139,393 2 2	- - -	607,105 18 1	25,352 10 7	632,458 8 8	- - The secretary states, that to comply with the Return as ordered, specifying the different actions, suits, and the cost of each Act of Parliament, would involve so great an amount of labour, and be attended with so much difficulty, as to be all but impossible.
Maryport and Carlisle	1 Vict., c. 101 - - -	- - -	- - -	- - -	- - -	- - -	- - -	* 12,941 7 11	- - -	14,813 15 11	* This amount cannot be divided, owing to the manner in which the Company's accounts were kept up to 1850.
	6 & 7 Vict., c. 70 - -										
	7 Vict., c. 36 - - -										
	14 & 15 Vict., c. 72 - -	- - -	1,628 16 7	- - -	- - -	243 11 5	- - -	1,872 8 -			
Middlesbrough and Redcar	8 & 9 Vict., c. 127 - -	781 12 -	- - -	1,035 11 5	- - -	424 4 11	- - -	2,241 8 4	- - -	2,241 8 4	
Midland - - - - -	6 & 7 Will. 4, c. 107 - -	- - -	600,990 10 8	- - -	- - -	290,373 18 7	- - -	886,327 12 1	5,036 17 2	891,364 9 3	
	7 Will. 4, and 1 Vict., c. 23										
	2 & 3 Vict., c. 53 - -										
	4 & 5 Vict., c. 13 - -										
	6 & 7 Will. 4, c. 78 - -										
	1 & 2 Vict., c. 57 - -										
	3 & 4 Vict., c. 130 - -										
	5 & 6 Vict., c. 2 - - -										
	6 & 7 Will. 4, c. 35 - -										
	1 & 2 Vict., c. 82 - -										
	3 & 4 Vict., c. 51 - -										
	5 & 6 Vict., c. 16 - -										
	7 & 8 Vict., c. 18 - -										
	8 & 9 Vict., c. 49 - -										
	8 & 9 Vict., c. 56 - -										
	8 & 9 Vict., c. 90 - -										
	9 & 10 Vict. c. 51 - -										
	9 & 10 Vict., c. 102 - -										
	9 & 10 Vict., c. 156 - -										
	9 & 10 Vict., c. 157 - -										
	9 & 10 Vict., c. 163 - -										
	9 & 10 Vict., c. 203 - -										
	9 & 10 Vict., c. 243 - -										
	9 & 10 Vict., c. 254 - -										
	9 & 10 Vict., c. 255 - -										
	9 & 10 Vict., c. 311 - -										
	9 & 10 Vict., c. 326 - -										
	9 & 10 Vict., c. 340 - -										

	10 & 11 Vict., c. 122 - -											
	10 & 11 Vict., c. 135 - -											
	10 & 11 Vict., c. 150 - -											
	10 & 11 Vict., c. 191 - -											
	10 & 11 Vict., c. 214 - -											
	10 & 11 Vict., c. 215 - -											
	10 & 11 Vict., c. 270 - -											
	11 & 12 Vict., c. 21 - -											
	11 & 12 Vict., c. 88 - -											
	11 & 12 Vict., c. 131 - -											
	14 & 15 Vict., c. 57 - -											
	14 & 15 Vict., c. 113 - -											
	14 & 15 Vict., c. 88 - -											
	16 & 17 Vict., c. 108 - -											
	16 Vict., c. 33 - - -											
	8 & 9 Vict., c. 119 - -											
	9 & 10 Vict., c. 210 - -											
	9 & 10 Vict., c. 224 - -											
	10 & 11 Vict., c. 130 - -											
Midland Great Western of Ireland - - - -	10 & 11 Vict., c. 176 - -	47,895 13 9	- - -	16,360 11 -	- - -	45,567 16 -	- - -	109,824 - 9	- - -	109,824 - 9		
	11 & 12 Vict., c. 76 - -											
	12 & 13 Vict., c. 62 - -											
	13 & 14 Vict., c. 88 - -											
	15 & 16 Vict., c. 137 - -											
North and South-Western Junction.	14 & 15 Vict., c. 100 - -	- - 2,882 17 1	- -	- - -	Legal and Parliamentary Expenses due.	883 18 6	- - -	3,766 15 7	- - -	3,766 15 7		
	17 & 18 Vict., c. 141 - -											
Hammersmith Branch - -	16 & 17 Vict., c. 69 - -	- - 916 2 10	- -	- - -	1,006 2 6	250 - -	- - -	- All -	- - -	2,172 5 4		
	7 & 8 Vict., c. 66 - -											
	8 & 9 Vict., c. 82 - -											
	8 & 9 Vict., c. 164 - -											
	9 & 10 Vict., c. 74 - -											
North British - - -	9 & 10 Vict., c. 73 - -	36,535 2 4	2,281 10 -	66,820 2 8	1,850 - -	66,399 5 4	1,070 - -	174,456 - 4	500 - -	174,956 - 4		
	10 & 11 Vict., c. 136 - -											
	11 & 12 Vict., c. 25 - -											
	14 Vict., c. 27 - - -											
	16 & 17 Vict., c. 81 - -											
	9 & 10 Vict., c. 396 - -											
North London - - -	13 & 14 Vict., c. 36 - -	- - -	- 13,642 10 9	- - -	3,692 5 6	- - -	17,334 16 3	- - -	17,334 16 3			
	16 & 17 Vict., c. 97 - -											
	17 & 18 Vict., c. 80 - -											
	9 & 10 Vict., c. 84 - -	Old Charnet Valley Company's expenses paid by North Staffordshire Company - -										
	9 & 10 Vict., c. 85 - -	Derby and Crewe Company's - - ditto - - ditto - - ditto - -						50,139 - -	- - -	165,107 - -		
	9 & 10 Vict., c. 86 - -	Tean and Dove Company's - - ditto - - ditto - - ditto - -										
North Staffordshire - -	10 & 11 Vict., c. 108 - -	66,415 - -	100 - -	25,557 - -	- - -	22,696 - -	200 - -	114,968 - -	- - -			
	11 & 12 Vict., c. 83 - -											
	11 & 12 Vict., c. 66 - -											
	13 & 14 Vict., c. 55 - -											
	17 & 18 Vict., c. 194 - -											
Norwich and Spalding -	Cannot furnish the account as required.	—										

(continued)

No. 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses. Expended.	Legal Expenses. Due.	Parliamentary Expenses. Expended.	Parliamentary Expenses. Due.	Engineering Expenses. Expended.	Engineering Expenses. Due.	Proportion Paid out of Capital.	Proportion Paid out of Revenue.	TOTAL EXPENSES.	REMARKS.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Oxford, Worcester, and Wolverhampton	8 & 9 Vict., c. 184 9 & 10 Vict., c. 278 11 & 12 Vict., c. 133 11 & 12 Vict., c. 59 13 & 14 Vict., c. 110 15 & 16 Vict., c. 145 17 & 18 Vict., c. 207	143,805 – –	25,883 – –	60,609 – –	1,655 – –	108,607 – –	5,541 – –	313,021 – –*	– – –	346,100 – –	* Amounts due payable from capital.
Portadown and Dungannon	10 & 11 Vict., Sess. 1847 16 & 17 Vict., Sess. 1853	– – –	Due 1,400 – –	– – –	– – –	– – –	400 – –	– – –	– – –	1,800 – –	
Portsmouth	Portsmouth Railway Act, 1853	4,650 – –	700 – –	2,068 14 6	250 13 –	2,702 10 1	926 7 3	11,298 4 10	– – –	19,841 16 2	
		– – –	– – –	– – –	– – –	Miscellaneous Expenses –		8,543 11 4			
St Helen's Canal and Railway	1 Will. IV., c. 61 4 & 5 Will. IV., c. 3 9 & 10 Vict., c. 183 10 & 11 Vict. c. 271 16 & 17 Vict., cc. 134-143	9,040 – –	– – –	5,600 – –	– – –	8,698 – –	– – –	29,917 – –	– – –	29,917 – –	Including a sum of 6,579 *l.* for miscellaneous expenses.
Severn Valley	16 & 17 Vict., c. 227	– – –	Expended 3,049 – –	– – –	– – –	1,350 – –	4,757 – –	4,399 – –	– – –	22,408 – –	
		– – –	Due – 13,252 – –		—						
South Devon	7 & 8 Vict., c. 68 9 & 10 Vict., c. 238 9 & 10 Vict., c. 402 10 & 11 Vict., c. 242 14 & 15 Vict., c. 54 17 & 18 Vict., c. 122 17 & 18 Vict., c. 189	37,766 14 2	– – –	30,887 – 11	– – –	21,303 9 10	– – –	89,957 4 11	– – –	89,957 4 11	
South Eastern	5 & 6 Will. IV., c. 75 1 Vict., c. 3 2 Vict., c. 42 2 & 3 Vict., c. 79 3 Vict., c. 46 3 & 4 Vict., c. 129 5 Vict., c. 3 6 & 7 Vict., c. 51 6 & 7 Vict., c. 52 6 & 7 Vict., c. 62 7 Vict., c. 25 7 & 8 Vict., c. 69 7 & 8 Vict., c. 91 8 & 9 Vict., c. 167 8 & 9 Vict., c. 186 8 & 9 Vict., c. 196 8 & 9 Vict., c. 197 8 & 9 Vict., c. 200 9 Vict., c. 55 9 Vict., c. 56 9 Vict., c. 64	57,738 13 –	– – –	521,599 5 9	– – –	147,787 8 10	– – –	727,125 7 7	– – –	727,125 7 7	This includes the information required by Nos. 2 and 3.

	9 & 10 Vict., c. 305 10 & 11 Vict., c. 104 10 & 11 Vict., c. 230 10 & 11 Vict., c. 276 13 & 14 Vict., c. 31 14 Vict., c. 19 15 Vict., c. 103 16 & 17 Vict., c. 156 16 & 17 Vict., cc. 121–130								
Stockton and Darlington	12 & 13 Vict., c. 54 14 Vict., c. 23 15 Vict., c. 19 17 & 18 Vict., c. 128	7,067 15 7	-	20,985 – 10	2,000 – –	10,982 16 7	- - -	41,035 13 –	- - - 41,035 13 – — - - The secretary states, that the old books and papers have in some cases been removed, and the account is made out as nearly as possible correct.
South Staffordshire	9 & 10 Vict., c. 300 9 & 10 Vict., c. 316 10 & 11 Vict., c. 189 13 & 14 Vict., c. 58 14 & 15 Vict., c. 94 17 Vict., c. 53	29,423 – –	619 – –	97,535 – –	- - -	14,855 – –	- - -	142,432 – –	- - - 142,432 – – — - - Nos. 2 and 3 included in this Return.
South Wales	8 & 9 Vict., c. 190 9 & 10 Vict., c. 239 14 & 15 Vict., c. 52 15 Vict., c. 117 16 & 17 Vict., c. 210 Swansea Valley Railway Act 10 & 11 Vict., c. 101	- - - -	230,809 3 5*	- - - -		- 152,257 11 2 -		378,035 1 6	5,031 13 1 383,066 14 7 — - - It is impracticable to give the liabilities, or to distinguish the suits, &c., for which the legal expenses were incurred. * This includes a sum of 41,213 *l.* 8 *s.*, for vendors' costs and expenses.
South Yorkshire Railway and River Dun	South Yorkshire, Doncaster, and Goole Railway Act, 1847 South Yorkshire, Doncaster, and Goole Railway Act, 1848 South Yorkshire, Doncaster, and Goole Railway Extension Act (Elscar Branch) 1850 And South Yorkshire and River Dun Act, 1850 Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846 Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Deviation Act, 1851 South Yorkshire and River Dun Transfer Act, No. 2	- - - -	89,935 11 7	- - - -		- 43,976 18 5 -		133,912 10 –	- - - 133,912 10 –
Strathtay and Breadalbane	- - - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - -	- - - - Company extinct.
Swansea Valley	- - - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - -	- - - - — - - Included in South Wales Return.

(*continued*)

No. 1.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Taff Vale	6 Will. 4, c. 82 1 Vict., c. 70 3 & 4 Vict., c. 90 7 & 8 Vict., c. 84 9 & 10 Vict., c. 98	28,674 17 9	- - -	23,888 - 1	- - -	31,462 19 10	- - -	- - -	- - -	84,025 17 8	
Tenby, Saundersfoot, and South Wales	- - This Company abandoned the line immediately after obtaining their Act.	—									
Thames Haven	6 & 7 Will. 4, c. 108 5 & 6 Vict., c. 89 9 & 10 Vict., c. 144 14 & 15 Vict., c. 133 16 & 17 Vict., c. 70	- - -	- - -	7,957 - 4	- - -	3,494 6 4	300 - -	- All -	- - -	11,751 6 8	
Vale of Neath	9 & 10 Vict., c. 341 10 & 11 Vict., c. 74 11 & 12 Vict., c. 27 15 Vict., c. 16	Expended. - - 28,290 - -	- - -	Due. - 4,000 - -		25,699 - -	1,000 - -	58,989 - -	- - -	58,989 - -	
Waterford and Kilkenny	8 & 9 Vict., c. 87 13 & 14 Vict., c. 62 14 & 15 Vict., c. 141	- - - -	38,768 14 10	- - - -		21,165 2 -	- -	59,933 16 10	- - -	59,933 16 10	
Waterford and Tramore	14 & 15 Vict., c. 112	1,200 - -	1,500 - -	920 8 -	- - -	745 5 6	- - -	2,865 13 6	- - -	4,365 13 6	
Wear Valley	8 & 9 Vict., c. 152	1,015 13 1	- - -	1,945 16 7	- - -	1,024 11 5	- - -	3,986 1 1	- - -	3,986 1 1	
West Hartlepool Harbour	- - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - Returned by the North Eastern Company.
West London	6 Will. 4, c. 14 3 & 4 Vict., c. 105 8 & 9 Vict., c. 156 9 & 10 Vict., c. 369 10 & 11 Vict., c. 91 17 & 18 Vict., c. 214	7,216 14 7	- - -	7,571 5 11	- - -	5,726 1 4	- - -	20,514 1 10	- - -	20,514 1 10	
Whitehaven Junction	7 & 8 Vict., c. 64 11 & 12 Vict., c. 80 11 & 12 Vict., c. 91 17 & 18 Vict., c. 24	1,616 4 4	- - -	2,528 14 -	- - -	1,160 2 8	- - -	5,305 1 -	- - -	5,305 1 -	
Wimbledon and Croydon	16 & 17 Vict., c. 86	- - - - - - -		5,480 - -	-	- - - - - -		5,480 - -	- - -	5,480 - -	

ABSTRACT OF No. 2,

Of RETURN of all SUMS of MONEY Expended or now Due by the several RAILWAY COMPANIES, PROPRIETORS, or SHAREHOLDERS, in the *United Kingdom*, in obtaining Acts of Parliament for Purchasing other Railways, or Amalgamating with Railway or Canal Companies, or otherwise howsoever.

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Expenses otherwise incurred.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Paid.	Due.	Expended.	Due.	Paid.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Aberdeen	10 & 11 Vict., c. 195	66 – –	– –	319 – –	– –	– –	– –	– – –	– –	385 – –	– – –	385 – –	
Ardrossan	Incorporated with the Glasgow and South Western Railway Company.												
Ambergate, Nottingham and Boston and Eastern Junction Railway and Canal.	*See* No. 1.	—											
Bangor and Caernarvon.	*See* No. 1.	—											
Belfast and County Down	Nil.												
Birkenhead, Lancashire and Cheshire Junction.	10 & 11 Vict., c. 122. Manchester and Salford Extension Railway Act.	– –	– –	3,644 5 9	– –	373 15 –	– –	194 11 1	– –	4,212 11 10	– – –	4,212 11 10	
Bognor	No such Acts have been obtained.	– –	– –	– – –	– –	– –	– –	About 700	– –	– – –	– – –	700 – –	
Briton Ferry Floating Dock	Not applicable to this Company.	—											
Buckinghamshire	Nil.												
Caledonian	9 & 10 Vict., c. 329 9 & 10 Vict., c. 379 10 & 11 Vict., c. 169 12 & 13 Vict., c. 67 12 & 13 Vict., c. 90	8,907 11	– –	2,142 15 7	– –	755 10 4	– –	– – –	– –	10,882 6 2	923 11 5	11,805 17 7	
Caterham		– –	Nil.										
Chard	*See* No. 1.	—											

(*continued*)

No. 2.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued.*

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Expenses otherwise incurred.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Paid.	Due.	Expended.	Due.	Paid.	Due.	Capital.	Revenue.		
	1845:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
	Birkenhead Purchase -												
	1846: Opposing the Worcester and Porthdynllaen.												
	1849: Opposing Birkenhead and Cheshire Junction Railway.												
	1850: Opposing River Dee Conservancy Bill.												
	1851: Opposition to Shrewsbury and Chester Bill.												
	Government Mail Bill.												
	European and American Telegraph Bill.												
	Sub-marine Telegraph Bill.												
	Magnetic Telegraph Bill.												
	Bangor and Caernarvon.												
	1852: Opposition to Shrewsbury and Chester Bill.												
	Great Western Traffic and Arrangements Bill.												
	Great Western, Shrewsbury, and Chester, and Shrewsbury and Birmingham Amalgamation Act.												
Chester and Holyhead -	Great Western, Shrewsbury and Chester, and Shrewsbury and Birmingham Lease of Birkenhead.	2,129 6 11	- -	3,023 1 1	- -	213 18 8	- -	142 18 -	- -	5,509 4 8	- - -	5,509 4 8	
	Shrewsbury and Chester and Shrewsbury and Birmingham Amalgamation.												
	Birkenhead Dock Commissioners Act, authorising subscription by Chester and Holyhead Company.												

| | | |

No. 2.—RETURN of all Sums of Money Expended or now Due by the several Railway Companies, Proprietors, or Shareholders, in the United Kingdom, &c.—*continued*.

NAME of RAILWAY COMPANY.	ACTS.	Legal Expenses.		Parliamentary Expenses.		Engineering Expenses.		Expenses otherwise incurred.		Proportion Paid out of		TOTAL. EXPENSES.	REMARKS.
		Expended.	Due.	Paid.	Due.	Expended.	Due.	Paid.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Great Western	*See* Return No. 1					141,545 14 3				82,210 19 7	59,334 14 8	141,545 14 3	-- This return includes expenses in obtaining Acts of Parliament for the purchase of, and amalgamation with, other Railways and Canals; expenses incurred in respect of those Railways since such purchase and amalgamation; and also expenses specified in Return No. 3.—*See* Note on No. 1.
Irish South-Eastern							Nil.						
Killarney Junction							Nil.						
Kilmarnock and Troon							Nil.						
Llanelly Railway and Dock							Nil.						
London and Blackwall							Nil.						
Lancashire and Yorkshire	Wakefield and Goole Huddersfield and Sheffield Liverpool and Bury Manchester, Bolton and Bury West Riding Union	The costs have not been kept distinct, but are included in Return No. 1.											
London and North-Western	*See* Return No. 1					423,542 13 6				250,914 19 11	172,627 13 7	423,542 13 6	-- This includes Return No. 3.
London, Brighton, and South Coast.	9 & 10 Vict., c. 283											1,247 - 10	-- This sum is included in No. 1.
Londonderry and Coleraine							Nil.						
Londonderry and Enniskillen							Nil.						
Londonderry, Enniskillen, and Sligo	Companies have ceased to exist	—											
Londonderry and Lough Swilly													
Loughor Coal and Railway												120 12 4	
Manchester, Sheffield and Lincolnshire.	Cannot make the return.	—											
Manchester and Salford Extension	*See* No. 1.	—											
Maryport and Carlisle							Nil.						
Middlesbrough and Redcar							Nil.						

| | | |

ABSTRACT OF No. 3,

Of RETURN of all COSTS, CHARGES, and EXPENSES incurred and occasioned by any ACTIONS, SUITS, and other Proceedings at LAW, or in EQUITY, by the said Companies, Proprietors, and Shareholders.

NAME of RAILWAY COMPANY.	Actions, Suits, and other Proceedings at Law or in Equity.	Legal Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Aberdeen - - - -	- - Action with Messrs. Blakie & Brothers, of Aberdeen.	2,310 - -	1,063 - -	- -	- -	3,373 - -	- - -	3,373 - -	
	Sundry actions with landowners, and including all expenses connected with the purchase of the land, &c., required for the line, &c.	6,947 - -	1,600 - -	- -	- -	8,547 - -	- - -	8,547 - -	
	Sundry actions with contractors, and others, including all legal expenses connected with the business of the Company.	7,740 - -	- - -	- -	- -	6,854 - -	886 - -	7,740 - -	
		16,997 - -	2,663 - -			18,774 - -	886 - -	19,660 - -	
Ardrossan - - -	Incorporated with the Glasgow and South Western Railway Company.								
Ambergate, Nottingham, and Boston and Eastern Junction Railway and Canal.	*See* No. 1.								
Bangor and Caernarvon	*See* No. 1.								
Birkenhead, Lancashire, and Cheshire Junction.	- - - - - - - -	24,958 2 8	- - -	- -	- -	22,805 17 7	2,152 5 1	24,958 2 8	
Belfast and County Down -	Cost of purchase of land -	2,052 2 11	- - -	- -	- -	- All -			
	Miscellaneous matters after Act of Incorporation.	596 18 4	- - -	- -	- -	- All -	- - -	4,424 - 3	
	Actions against shareholders, and expenses incurred by enforcing payment of calls.	1,774 19 -	- - -	- -	- -	- All			
Bognor - - - -	- - - - - - -	- - -	- - -	- -	- -	Nil.			

| | | |

No. 3.—RETURN of all Costs, Charges, and Expenses incurred and occasioned by any Action, Suits, and other Proceedings at Law, &c.—*continued.*

NAME of RAILWAY COMPANY.	Actions, Suits, and other Proceedings, at Law or in Equity.	Legal Expenses.		Engineering Expenses.		Proportion Paid out of		TOTAL EXPENSES.	REMARKS.
		Expended.	Due.	Expended.	Due.	Capital.	Revenue.		
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Irish South Eastern		8,324 – –	– – –	– – –	– – –	– – –	– – –	8,324 – –	
Killarney Junction		– – –	– – –	– – –	– – Nil.				
Kilmarnock and Troon		– – –	– – –	– – –	– – Nil.				
Llanelly Railway and Dock		1,046 – –	– – –	– – –	– –	728 – –	318 – –	1,046 – –	
London and Blackwall		22,813 – –	– – –	– – –	– –	19,833 – –	2,980 – –	22,813 – –	
London and North Western	Included in No. 2.								
London, Brighton, and South Coast.		72,836 7 4	– – –	26,362 – 3	– –	83,819 13 2	15,378 14 5	99,198 7 7	
Londonderry and Coleraine		11,860 15 6	– – –	– – –	– –	– – –	– – –	11,860 15 6	
Londonderry and Enniskillen		– – –	– – –	– – –	– –	– – –	– – –	12,696 8 6	
Londonderry, Enniskillen, and Sligo	Companies have ceased to exist.								
Londonderry and Lough Swilly									
Loughor Coal and Railway		– – –	– – –	– – –	– – Nil.				
Manchester, Sheffield, and Lincolnshire.		– – –	– – –	– – –	– – Nil.				
Manchester and Salford Extension.	*See* No. 1.								
Maryport and Carlisle	Opposing a projected rival line from Drumburgh to Silloth.	4,929 2 11	2,624 15 7	Included in legal expenses.		– – –	2,624 15 7	4,929 2 11	The balance is intended to be paid out of the revenue in future half-years.
Middlesbrough and Redcar		– – –	– – –	– – –	– – Nil.				
Midland		140,273 6 1	– – –	*See* No. 1.		122,314 10 5	17,958 15 8	140,273 6 1	
Midland Great Western of Ireland.		2,909 – –	– – –	– – –	– –	1,575 – –	1,334 – –	2,909 – –	
North and South Western Junction.		1,979 – –	– – –	2,100 – –	– –	– – –	– – –	4,079 – –	
North British		9,308 11 4	476 – 3	2,100 – –	300 – –	11,684 11 7	500 – –	12,184 11 7	

North London								20,302	–	–				12,251	–	–								32,553	–	–	
North Staffordshire								45,959	–	–	2,000	–	–							45,397	–	–	2,562	–	–	47,959	–	–	
Norwich and Spalding	*See* No. 1.																											
Oxford, Worcester, and Wolverhampton.																												Cannot give particulars.
Portsmouth																	Nil.											
Portadown and Dungannon																	Nil.											
Severn Valley																	Nil.											
South Devon								10,742	12	6½										9,131	6	4½	1,611	6	2	10,742	12	6½	
South Eastern	Included in No. 1.																											
South Staffordshire	Included in No. 1.																											
South Wales	Included in No, 1.																											
South Yorkshire Railway and River Dun.								5,612	7	3	1,330	–	–							5,612	7	3				6,942	7	3	
Stockton and Darlington								2,926	15	8													2,926	15	8	2,926	15	8	
St. Helen's Canal and Railway.	Nurse *v.* Company; Lister *v.* Company.							729	–	–										626	–	–	103	–	–	729	–	–	
Strathtay and Breadalbane	Company extinct.																											
Swansea Valley	*See* No. 1.																											
Taff Vale								2,000	4	1										2,000	4	1				2,000	4	1	
Tenby, Saundersfoot, and South Wales.	*See* No. 1.																											
Thames Haven								9,928	4	3																9,928	4	3	
Vale of Neath																	Nil.											
Waterford and Kilkenny																	Nil.											
Waterford and Tramore																	Nil.											
Wear Valley																	Nil.											
Whitehaven Junction																							10	–	–	10	–	–	
Wimbledon and Croydon																	Nil.											
West Hartlepool Harbour	*See* No. 1.																											
West London	Included in No. 1.																											

SUMMARY

OF THE

THREE preceding ABSTRACTS, showing the TOTAL EXPENDITURE incurred by each RAILWAY COMPANY, and also including the Names of those Companies from whom Returns have not been received.

NAMES of COMPANIES.	TOTAL of Expenditure in Abstract No. 1.	TOTAL of Expenditure in Abstract No. 2.	TOTAL of Expenditure in Abstract No. 3.	TOTAL EXPENDITURE.	REMARKS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
TOTAL for Companies in Return presented in Session 1854, No. 507 - -	£. 3,734,944 2 9½	143,243 1 4	109,632 8 –½	3,987,819 12 2	
Aberdeen - - - -	80,433 – –	385 – –	19,660 – –	100,478 – –	
Ambergate, Nottingham, and Boston and Eastern Junction.	90,456 13 8	- - -	- - -	90,456 13 8	
Ardrossan - - -	- - -	- - -	- - -	- - -	- - Incorporated with Glasgow and South-Western.
Bangor and Caernarvon -	- - -	- - -	- - -	- - -	- - No means of furnishing the information.
Belfast and County Down -	14,288 3 1	- Nil. -	4,424 – 3	18,712 3 4	
Birkenhead, Lancashire, and Cheshire Junction.	98,748 19 –	4,212 11 10	24,958 2 8	127,919 13 6	
Bognor - - - - -	694 17 5	700 – –	- Nil. -	1,394 17 5	
Bridgewater and Taunton Canal and Stolford Railway and Harbour Company.	- - -	- - -	- - -	- - -	No return.
Bristol and Exeter - -	- - -	- - -	- - -	- - -	No return.
Bristol and South Wales Junction.	- - -	- - -	- - -	- - -	No return.
Briton Ferry Floating Dock	3,362 13 6	- Nil. -	- Nil. -	3,362 13 6	
Buckinghamshire - -	88,485 3 10	- Nil. -	- Nil. -	88,485 3 10	
Caledonian - - -	263,755 10 2½	11,805 17 7	45,319 1 5	320,880 9 2½	
Caterham - - -	1,514 3 –	- Nil. -	- Nil. -	1,514 3 –	
Chard - - - - -	- - -	- - -	- - -	- - -	No return to make.
Chester and Holyhead -	49,992 15 4	5,509 4 8	1,469 16 6	56,971 16 6	
Cork and Bandon - -	20,730 11 1	- Nil. -	8,118 9 11	28,849 1 –	
Darenth Valley - -	- - -	- - -	- - -	- - -	No return.
Delabole and Rock - -	2,906 9 10	- Nil. -	- Nil. -	2,906 9 10	
Dublin and Belfast Junction.	- - -	- - -	- - -	- - -	No return.
Dublin and Wicklow -	69,471 7 7	- Nil. -	10,000 – –	79,471 7 7	
Dundalk and Enniskillen -	- - -	- - -	- - -	- - -	No return.
Dundee and Arbroath -	- - -	- - -	- - -	- - -	- - Cannot make the return.
Dundee and Newtyle -	- - -	- - -	- - -	- - -	No return.
Dundee and Perth and Aberdeen Railway Junction.	- - -	- - -	- - -	- - -	No return.
East Anglian - - -	129,521 15 11	- - Expenses paid by Eastern Counties.	- - Included in No. 1.	129,521 15 11	
East Grinstead - - -	- - -	- - -	- - -	- - -	No return.
East Kent - - -	- - -	- - -	- - -	- - -	No return.
East Lancashire - -	146,079 4 9	- - Included in No. 1.	12,638 – –	158,717 4 9	

NAMES of COMPANIES.	TOTAL of Expenditure in Abstract No. 1.	TOTAL of Expenditure in Abstract No. 2.	TOTAL of Expenditure in Abstract No. 3.	TOTAL EXPENDITURE.	REMARKS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
East Lincolnshire	18,778 9 7	- Nil. -	- Nil. -	18,778 9 7	
Eastern Counties	663,557 – –	- - Included in No. 1.	- - Included in No. 1.	663,557 – –	
Edinburgh and Glasgow	216,858 – –	20,017 3 5	14,385 8 3	251,260 11 8	
Exeter and Crediton	3,708 14 10	- Nil. -	483 1 3	4,191 16 1	
Exeter and Exmouth	- - -	- - -	- - -	- - -	No return.
Exeter, Yeovil, and Dorchester.	- - -	- - -	- - -	- - -	No return.
Frome, Yeovil, and Weymouth.	- - -	- - -	- - -	- - -	No return.
Great North of England, Clarence, and Hartlepool Junction.	- - -	- - -	- - -	- - -	No return.
Great North of Scotland (Eastern Extension).	- - -	- - -	- - -	- - -	Company extinct.
Great Southern and Western of Ireland.	- - -	- - -	- - -	- - -	No return.
Great Western	611,291 7 9	141,545 14 3	- Nil. -	752,837 2 –	
Hartlepool Dock and Railway.	- - -	- - -	- - -	- - -	No return.
Irish South Eastern	26,763 – –	- Nil. -	8,324 – –	35,087 – –	
Kilkenny and Great Southern and Western.	- - -	- - -	- - -	- - -	No return.
Killarney Junction	12,240 – –	- Nil. -	- Nil. -	12,240 – –	
Kilmarnock and Troon	2,448 11 9½	- Nil. -	- Nil. -	2,448 11 9½	
Lancashire and Yorkshire	721,452 2 5	- - Included in No. 1.	- Nil. -	721,452 2 5	
Llanelly Railway and Dock	1,615 14 2	- Nil. -	1,046 – –	2,661 14 2	
Llynvi Valley	- - -	- - -	- - -	- - -	No return.
London and Blackwall	125,268 – –	- Nil. -	22,813 – –	148,081 – –	
London and North-Western	627,893 9 9	423,542 13 6	- - Included in No. 2.	1,051,436 3 3	
London, Brighton, and South Coast.	454,825 7 8	- - Included in No. 1.	99,198 7 7	554,023 15 3	
Londonderry and Coleraine	28,076 10 8	- Nil. -	11,860 15 6	39,937 6 2	
Londonderry and Enniskillen.	31,894 6 –	- Nil. -	12,696 8 6	44,590 14 6	
Londonderry, Enniskillen, and Sligo Londonderry and Lough Swilly	- - -	- - -	- - -	- - -	- - Companies have ceased to exist.
Loughor Coal and Railway	672 17 4	120 12 4	- Nil. -	793 9 8	
Malton and Driffield Junction.	- - -	- - -	- - -	- - -	No return.
Manchester and Birmingham and North Staffordshire Junction.	- - -	- - -	- - -	- - -	No return.
Manchester and Salford Extension.	- - -	- - -	- - -	- - -	- - Included in Birkenhead, Lancashire, and Cheshire Junction.
Manchester and Southport	- - -	- - -	- - -	- - -	No return.
Manchester, Sheffield, and Lincolnshire.	632,458 8 8	- - -	- - -	632,458 8 8	
Maryport and Carlisle	14,813 15 11	- Nil. -	4,929 2 11	19,742 18 10	
Mayfield	- - -	- - -	- - -	- - -	No return.
Middlesbrough and Redcar	2,241 8 4	- Nil. -	- Nil. -	2,241 8 4	

NAMES of COMPANIES.	Total of Expenditure in Abstract No. 1.	Total of Expenditure in Abstract No. 2.	Total of Expenditure in Abstract No. 3.	TOTAL EXPENDITURE.	REMARKS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Midland	891,364 9 3	- - Included in No. 1.	140,273 6 1	1,031,637 15 4	
Midland Great-Western of Ireland.	109,824 – 9	1,702 2 11	2,909 – –	114,435 3 8	
Mold	- - -	- - -	- - -	- - -	- - Included in Chester and Holyhead.
Newmarket	- - -	- - -	- - -	- - -	No return.
Newport, Abergavenny, and Hereford.	- - -	- - -	- - -	- - -	No return.
Norfolk	- - -	- - -	- - -	- - -	No return.
North and South-Western Junction.	5,939 – 11	- Nil. -	4,079 – –	10,018 – 11	
North British	174,956 – 4	- - Included in No. 1.	12,184 11 7	187,140 11 11	
North London	17,334 16 3	- Nil. -	32,553 – –	49,887 16 3	
North Staffordshire	165,107 – –	- Nil. -	47,959 – –	213,066 – –	
North Western	- - -	- - -	- - -	- -	No return.
Norwich and Spalding	- - -	- - -	- - -	- - -	- - Cannot furnish the account as required.
Oxford, Worcester, and Wolverhampton.	346,100 – –	1,700 – –	Cannot comply	347,800 – –	
Parkgate, Chester, and Birkenhead.	- - -	- - -	- - -	- - -	No return.
Portadown and Dungannon	1,800 – –	- Nil. -	- Nil. -	1,800 – –	- - Accounts not fully made up.
Portsmouth	19,841 16 2	- Nil. -	- Nil. -	19,841 16 2	
Roscrea and Parsonstown Junction.	- - -	- - -	- - -	- - -	No return.
St. Ives and West Cornwall Junction.	- - -	- - -	- - -	- - -	No return.
St. Helens	29,917 – –	1,584 – –	729 – –	32,230 – –	
St. George's Harbour	- - -	- - -	- - -	- - -	No return.
Severn Valley	22,408 – –	- Nil. -	- Nil. -	22,408 – –	
Shrewsbury and Birmingham.	- - -	- - -	- - -	- - -	No return.
Shrewsbury and Chester	- - -	- - -	- - -	- - -	No return.
South Devon	89,957 4 11	- - Included in No. 1.	10,742 12 6½	100,699 17 5½	
South Eastern	727,125 7 7	- - Included in No. 1.	- -	727,125 7 7	
South Staffordshire	142,432 – –	- - Included in No. 1.	- -	142,432 – –	
South Wales	383,066 14 7	- Nil. -	- - Included in No. 1.	383,066 14 7	
South Yorkshire Railway and River Dun.	133,912 10 –	90,800 19 –	6,942 7 3	231,655 16 3	
Stockton and Darlington	41,035 13 –	- Nil. -	2,926 15 8	43,962 8 8	
Strathtay and Breadalbane	- - -	- - -	- - -	- - -	No return.
Swansea Valley	- - -	- - -	- - -	- - -	- - Included in South Wales.
Taff Vale	84,025 17 8	- Nil. -	2,000 4 1	86,026 1 9	
Tenby, Saundersfoot, and South Wales.	- - -	- - -	- - -	- - -	- - Company abandoned the line.
Thames Haven Dock	11,751 6 8	1,230 – –	9,928 4 3	22,909 10 11	
Tralee and Killarney	- - -	- - -	- - -	- - -	No return.
Vale of Neath	58,989 – –	- Nil. -	- Nil. -	58,989 – –	

NAMES of COMPANIES.	TOTAL of Expenditure in Abstract No. 1.	TOTAL of Expenditure in Abstract No. 2.	TOTAL of Expenditure in Abstract No. 3.	TOTAL EXPENDITURE.	REMARKS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Warrington and Stockport	- - -	- - -	- - -	- - -	No return.
Waterford and Kilkenny	59,933 16 10	- Nil	- - Included in No. 1.	59,933 16 10	
Waterford and Tramore	4,365 13 6	- Nil. -	- Nil. -	4,365 13 6	
Wear Valley	3,986 1 1	4,103 1 2	- Nil. -	8,089 2 3	
West Hartlepool Harbour	- - -	- - -	- - -	- - -	*See* North-Eastern.
West London	20,514 1 10	- - Included in No. 1. - -		20,514 1 10	
Whitehaven and Furness Junction.	- - -	- - -	- - -	- - -	No return.
Whitehaven Junction	5,305 1 –	- Nil. -	10 – –	5,315 1 –	
Wimbledon and Croydon	5,480 – –	- Nil. -	- Nil. -	5,480 – –	
Wycombe	- - -	- - -	- - -	- - -	No return.
GRAND TOTAL in Returns from 160 Companies £.	12,548,715 8 2½	852,202 2 –	685,193 4 3	14,086,110 14 5½	

The following 45 Railway Companies have made no Returns.

Bangor and Caernarvon.

Bridgewater and Taunton Canal, and Stolford Railway and Harbour Company.

Bristol and Exeter.

Bristol and South Wales Junction: abandoned by warrant, 1854.

Chard.

Darenth Valley.

Dublin and Belfast Junction.

Dundalk and Enniskillen.

Dundee and Arbroath.

Dundee and Newtyle.

Dundee and Perth and Aberdeen Railway Junction.

East Grinstead.

East Kent.

Exeter and Exmouth.

Exeter, Yeovil and Dorchester.

Frome, Yeovil and Weymouth.

Great North of England, Clarence, and Hartlepool Junction.

Great North of Scotland (Eastern Extension).

Great Southern and Western of Ireland.

Hartlepool Dock and Railway.

Kilkenny and Great Southern and Western.

Llynvi Valley.

Londonderry, Enniskillen, and Sligo.

Londonderry and Lough Swilly.

Malton and Driffield Junction.

Manchester and Birmingham and North Staffordshire Junction.

Manchester and Southport.

Mayfield.

Newmarket.

Newport, Abergavenny, and Hereford.

Norfolk.

North-Western.

Norwich and Spalding.

Parkgate and Chester and Birkenhead.

Roscrea and Parsonstown Junction.

St. Ives, and West Cornwall Junction.

St. George's Harbour.

Shrewsbury and Birmingham. } Amalgamated with the Great Western since the return was moved for.
Shrewsbury and Chester. }

Strathtay and Breadalbane.

Tenby, Saundersfoot, and South Wales: Company abandoned the Line.

Tralee and Killarney.

Warrington and Stockport.

Whitehaven and Furness Junction.

Wycombe.

RAILWAYS.

RETURN of all Sums of Money Expended or Due by Railway Companies, Proprietors, or Shareholders, in the *United Kingdom*, in obtaining Acts of Parliament for establishing such Companies and their Undertakings, and for Branches or Additions, or for Purchasing or Amalgamating with Railway or Canal Companies; and of all Costs, Charges, and Expenses incurred at Law or in Equity by the said Companies, Proprietors, and Shareholders; &c.

(*Mr. Hadfield.*)

Ordered, by The House of Commons, *to be Printed,*
6 *August* 1855.

460.

Under 4 *oz.*